

5.0 PLANNING PROPOSALS

ITEM 5.1	PLANNING PROPOSAL - 1294-1300 PITTWATER ROAD AND 2-4 ALBERT STREET NARRABEEN
REPORTING OFFICER	PRINCIPAL PLANNER
TRIM FILE REF	2019/228042
ATTACHMENTS	1 Planning Proposal 2 Planning Proposal - Figures 3 Planning Proposal - Height of Building Maps (Existing, As Submitted and Proposed) 4 Submissions and Comments

SUMMARY

PURPOSE

To inform Council of the receipt of a Planning Proposal for the subject land and to seek Council's approval to submit an amended Planning Proposal to the Department of Planning and Environment for a Gateway determination and to prepare site specific amendments to Warringah Development Control Plan 2011 (the DCP) to achieve the best redevelopment outcomes for the site.

EXECUTIVE SUMMARY

A Planning Proposal has been lodged on behalf of the owners of 1294-1300 Pittwater Road and 2-4 Albert Street Narrabeen (the site) to amend Warringah Local Environmental Plan 2011 (the LEP) to increase the maximum height standard from 8.5m to 11m and to permit the additional uses of commercial premises, medical centre and shop-top housing.

The site comprises six lots and has an area of 4704 square metres. The land is currently zoned R3 Medium Density Residential and is occupied by a variety of commercial and residential buildings including a heritage item (Californian bungalow) at 2 Albert Street and medical centre at 4 Albert Street.

The Planning Proposal and accompanying development concept plans, showing a mix of 2,3 and 4 storey buildings on the site, were exhibited from 9 - 24 March 2019. Twenty-five submissions were received during the exhibition period raising concerns with the proposed change in height (12 submissions); congestion; safety and amenity issues from traffic and parking (13); general loss of amenity and character; lack of detailed design pending future DA stage; and landscaping.

It is recommended that an amended Planning Proposal is submitted to the Department of Planning and Industry for a Gateway Determination which:

- supports the changes sought by the applicant subject to retention of the 8.5 metre height limit on that part of the site that contains the heritage item (2 Albert Street) and the front portion of 4 Albert Street;
- permits a maximum of 1150 square metres of commercial/ retail floorspace on the site; and,

- includes a requirement for 10% of all dwellings on the site to be dedicated to Council provision for affordable rental housing, with the exact requirement for the site being established via a feasibility analysis undertaken by Council following the issue of a Gateway determination.

It is also recommended that site specific Development Control Plan (DCP) amendments are prepared and exhibited with any Gateway Determination issued for the Planning Proposal to address more detailed design issues raised in public submissions and in submissions from Council's Heritage Planner and Landscape Architect.

RECOMMENDATION OF PRINCIPAL PLANNER

- A. That Council submits an amended Planning Proposal to the Department of Planning and Environment which:
- a. increases the maximum building height standard on the site to 11 metres with the exception of 2 Albert Street, Narrabeen being lot 1 DP613544 (containing heritage listed dwelling house) and the front part of 4 Albert Street, Narrabeen being part lot 8C DP200030 which will retain an 8.5 metre height limit; and,
 - b. permits the additional uses of commercial premises, medical centre and shop-top housing on the site
 - c. permits a maximum of 1150 square metres of commercial/ retail floorspace
 - d. requires 10% of dwellings on the site to be dedicated to Council as affordable rental housing, with the exact requirement being established by a feasibility analysis undertaken by Council following the issue of a Gateway determination.
- B. That the applicant is requested to submit draft site-specific planning controls to be incorporated in Council's DCP to further guide the redevelopment of the site having regard to the Urban Design Guidelines accompanying the Planning Proposal and addressing the matters outlined in this report.
- C. That the applicant be requested to provide an amended Traffic Impact Assessment Report addressing the issues outlined in this report for exhibition with any Gateway determination issued by the Department of Planning and Industry.
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REPORT

BACKGROUND

A Planning Proposal has been prepared and lodged by Highgate Management Pty Ltd (the 'Applicant') on behalf of the owners of the subject site to amend Warringah Local Environmental Plan 2011 (the LEP) to increase the maximum building height standard on the site from 8.5m to 11m and to permit the additional uses of commercial premises, medical centre and shop-top housing.

The Planning Proposal is accompanied by an Urban Design Study, Traffic Assessment Study, Economic Impact Study, Flood Risk Assessment and Concept Plans for potential future development of the site.

The site is currently zoned R3 Medium Density Residential under Warringah LEP 2011 which permits a range of uses including residential flat buildings but does not permit commercial or retail uses.

The site comprises six lots and is occupied by a mix of existing land uses including a commercial office building (a former bank), family medical centre and dental surgery and several dwellings, including a heritage item (Californian Bungalow).



Concept plans submitted with the Planning Proposal show a mix of 2-4 storey buildings on the site and the retention of the existing Californian Bungalow. Shop-top housing would be confined to the north-western corner of the site (3 Storeys), with two part3/part 4 storey residential flat buildings located on the southern part of the site. A part2/part 3 storey flat/ terrace building is proposed in the north-eastern corner of the site.

CONSULTATION

Public Exhibition

A preliminary public exhibition was undertaken in accordance with Council's requirements for Planning Proposals from Saturday 9th March 2019 to Sunday 24th March 2019.

The Planning Proposal and all relevant documents were publically exhibited at the Dee Why and Mona Vale customer service centres as well as on Council's website. An advertisement was placed in the Manly Daily notifying the community of the exhibition on Saturday 9 March 2019. Council's 'Have Your Say' website registered 118 views/downloads of the Planning Proposal document on the web page.

Twenty-five submissions were received during the public exhibition period raising issues related to the proposed change in height (12 submissions); congestion, safety and amenity issues from traffic and parking (13); general loss of amenity and character; lack of detailed design pending future DA stage; and landscaping. One submission raised unqualified support and 1 raised unqualified objection.

A complete report on submissions received and Council's response is included at Attachment 4. Key issues raised by submissions are addressed below.

Internal Consultation

Urban Design

Council's Urban Design staff support the proposed concept of an 'active frontage' at the corner of Pittwater Road and Albert Street. Such street activation will compliment and support the Narrabeen Local Centre. Similarly, the proposed concepts in the Urban Design Report involving modulation of heights within the proposed 11m envelope are also generally supported. In this regard the applicants Built Form Strategy (Section 4, Urban Design Study) supports a mix of part 2,3 and 4 storey development and building separation. It is recommended that site specific DCP provisions are developed to accompany the proposed amendments to ensure that important elements in the concept plans are subject to consideration in any future Development Application for the site.

Heritage

Council's Heritage Planner has addressed the impact of proposed height amendments on a listed heritage cottage on the site (large inter-war Californian bungalow) and on another heritage item in the vicinity, known as 'Furlough House' at 72-90 Ocean Street Narrabeen. This site comprises a number of 1 and 2 storey residential buildings circa 1952.

Council's Heritage assessment does not support a blanket increase in height for the site. No change to height standards is recommended for land comprising the heritage cottage, its curtilage, and the area of proposed 'Building D' at the northeastern corner of the site. The assessment goes on to say that the remainder of the site could potentially sustain a 9m or 10m height limit without impacting upon the heritage item and the adjoining heritage item.

Landscaping

Council's Landscape Architect has considered the existing landscape character, potential tree impacts, and provision of deep soil areas for future plantings.

Whilst a large Hills Fig on the site is proposed to be protected, other trees also provide significant landscape amenity and require retention, for example, a Podocarpus Brown Pine and 2 Cottonwood trees are prominent along Pittwater Road and a Norfolk Island Pine near the Hills Fig has cultural significance. Along Albert Street, the existing Cheese Tree and She Oaks provide valuable landscape amenity as a transition between the streetscape.

Traffic and Parking

The Traffic Impact Assessment for the Proposal assumes 48-60 dwellings and 1150 of non-residential floorspace. All vehicular access to the site would be from Albert Street to a basement carpark. An initial assessment indicates that approximately 138 carparking spaces would be required for the development of the site. The traffic assessment concludes such a development would not adversely impact the performance of surrounding roads.

Councils Traffic Team have been consulted and have advised that:

- evidence of the modelling must be provided to be satisfied that the traffic assessment is correct
- traffic generation rates assumed may not be consistent with RMS guidelines and require review
- as the site is adjoined to a state road, RMS will be required to provide comment on the Proposal

Given the above comments, and noting that the RMS will be required to comment on the proposal, it is recommended that the applicant should be required to review and amend the Traffic Assessment report prior to exhibition of any Gateway approval.

ASSESSMENT OF PLANNING PROPOSAL

The Planning Proposal generally complies with relevant Department guidelines and practice notes including 'a Guide to Preparing Local Environmental Plans' and 'A Guide to Preparing Planning Proposals' subject to the recommendations outlined in this report.

Strategic Justification for the Planning Proposal

The "Greater Sydney Regional Plan 2056 – A Metropolis of Three Cities – Connecting People" sets out a vision, objectives, strategies and actions for a metropolis of three cities across Greater Sydney. Narrabeen is located within the "Eastern Harbour City" area.

This Planning Proposal is consistent with the following objectives provided by the Greater Sydney Regional Plan:

- Objective 10 (Greater Housing Supply): The Planning Proposal would result in the more efficient use of land which has the potential to increase the housing supply in Sydney.
In 2016, 55.7% of all dwellings in the Northern Beaches Council area were separate houses; 17.2% were medium density dwellings, and 25.9% were in high density dwellings.
The Planning Proposal would have the result of increasing the supply of medium density housing in an appropriate location, helping Council to meet its housing targets provided for the North District. It provides the opportunity for more efficient and effective local infill development in an existing urban area with easily walkable access to a centre (i.e. Narrabeen Local Centre), a good range of facilities and recently improved public transport thereby achieving greater housing diversity.
- Objective 11 (Housing is more diverse and affordable): The Planning Proposal is consistent with this objective in that it would allow the land to be more economically and effectively developed to provide medium density housing. Medium density housing provides for an alternative, and a more affordable housing choice when compared to detached dwellings.
- Objective 14 (Integrated land use and transport creates walkable and 30 minute cities): The site is well located in terms of public transport with Pittwater Road B-Line bus services located within 50m of the site. Future residents of the site will also have access to the services, jobs and skills which are available within the Narrabeen Local Centre.

The North District Plan sets out the planning priorities and actions for the growth of the North District. The site is located immediately adjacent to the Narrabeen Local Centre, as identified in the North District Plan.

The Planning Proposal is consistent with the North District Plan, particularly with respect to the following planning priorities:

- Planning Priority N3 (Providing services and social infrastructure to meet people's changing needs): By 2036, the North District is expected to see an 85 per cent proportional increase in people aged 85 and over, and a 47 per cent increase in the 65–84 age group. The local government areas of Hornsby, Ryde, Ku-ring-gai and Northern Beaches will have the largest projected increase in the 65-94 age groups. The provision of more diverse housing types and more medium density housing, within walkable neighbourhoods will create opportunities for older people to continue living in their community and close to health and support networks. These demographic observations are equally applicable to the inclusion of a medical centre and commercial premises in the range of permitted uses on the site.
- Planning Priority N5 (Providing housing supply, choice and affordability, with access to jobs, services and public transport): The Planning Proposal is consistent with this increased planning priority in that it will facilitate the future development of the site to provide

residential accommodation within very close walkable proximity to public transport services and a range of other community facilities and services. The Planning Proposal meets the objectives relating to greater housing supply and in that it would contribute to meeting the North District's housing target of 92,000 dwellings from 2016-2036. A height limit of 11.0m allows for part of the site to better cater for the demand of Sydney's changing population by providing a broader range of housing options to suit different lifestyle and affordability needs. It provides the opportunity for more economic and efficient local infill development in an existing urban area with walkable access to community, retail, commercial and other facilities and good public transport, thereby achieving greater housing diversity and supply without impacting in any significant or unreasonable way of local character and/ or amenity.

- Planning Priority N6 (Creating and renewing great places and local centres, and respecting the District's heritage): Narrabeen Local Centre lies immediately to the north of the site. All parts of the centre are within 5 minutes walk of the site. Public transport is available within 2 minutes walk. A principle of strategic planning is to increase residential development in, or within a walkable distance of, a centre. The site is therefore well-suited to an increase in residential development. The Planning Proposal will achieve that outcome as well as ensuring space for the non-residential uses presently on the site.
- Planning Priority N12 (Delivering integrated land use and transport planning and a 30 minute city): The site is well located in terms of public transport and has good access to a local centre. The site's rezoning to facilitate medium density residential development would allow the benefits of its accessibility to be better utilized.

The Future Transport Strategy 2056 is an overarching strategy, supported by a suite of plans to achieve a 40-year vision for our transport system. The site benefits from the improvement of bus services between the City and the Northern Beaches via the B-Line. These new bus services travel along Pittwater Road to which the site has frontage.

The site is relatively large (4,700sqm), regular shape with multiple frontages. This provides the opportunity for an increase in development density on the site without impacting neighbouring properties or the locality. The Concept Plans for redevelopment of the site accompanying the proposal show no significant impacts in terms of amenity, heritage, landscape, and traffic.

As the site directly adjoins the commercial centre with an 11 metre height standard, and is bounded to the south by two residential flat buildings of approximately the same height, the proposed height standard is considered generally appropriate (see comments below). The proposal could not therefore be used as precedent for extension of an 11 metre height standard to properties further south along Pittwater Road.

Proposed Building Height

The proposed maximum height of buildings development standard of 11m is supported over much of this 4704 sq.m site with the exception of 750sq.m of the site comprising a listed heritage cottage and its curtilage at the northern eastern corner of the site.

Council's recommendations for amending the applicant's submitted Planning Proposal are made in the context of a well-considered redevelopment scheme supported by a range of technical studies (urban design, heritage, economic, traffic, flooding) and supporting staff comments (urban design, heritage).

The site adjoins the B2 Local Centre zone to the north which has an 11m height standard. Other surrounding residential development is of comparable height and scale, with the exception of the identified on-site and adjoining heritage items.

The applicant's indicative redevelopment scheme supports a range of building heights across the site of between 2 and 4 storeys. At the north eastern corner of the site between the heritage

cottage at 2 Albert Street and the adjoining 'Furlough House' heritage site ('Building D'), the scheme supports redevelopment that is partly 2 storey to the street with a third storey in an attic configuration. This will provide for a more consistent pattern of 2 storey built form at this part of the site, which is supported by Council's Urban Designer and Heritage Planner.

The intended outcomes of the Planning Proposal may be achieved without change to the existing 8.5m height standard for that part of the site comprising heritage at the north eastern corner of the site.

A draft Height of Building map has been prepared by Council to accompany the Planning Proposal (at Attachment 3) excluding 2 Albert Street (comprising the heritage cottage) and part 4 Albert Street (adjoining to the east and the neighboring 'Furlough House' heritage site).

On that part of the site where a 11m height standard is proposed, a number of site specific DCP controls are recommended to better guide development:

- The development of land in the vicinity of the on-site heritage item at 2 Albert Street and the adjoining heritage item at 72-90 Ocean Street Narrabeen ('Furlough House') must have particular regard to the effect on the heritage significance of these 2 heritage items.
- The height of buildings adjoining the side and rear of the heritage cottage at 2 Albert Street is to be generally limited to 3 storeys. At the eastern side of the cottage, a maximum 2 storey built form is required to address the heritage significance of adjoining properties. At the rear of the cottage, new buildings up to 4 storeys would overwhelm and dominate the heritage cottage, particularly viewed along Lagoon Street. The adoption of an attic configuration for any fourth storey is required to minimise this impact.
- The height of buildings at 1294-1300 Pittwater Road, Narrabeen is to be limited to 3 storeys fronting Pittwater Road (see also setback controls below).

Active Frontage and Setback

The 'active frontage' proposed in the GMU Report accompanying the Planning Proposal is considered an important aspect of any future redevelopment. Such provisions will assist in the revitalisation of the southern end of the town centre, improving the amenity of the public domain.

The corner of Pittwater Road and Albert Street comprises a main road crossing opposite the community 'Tram shed' complex. Further DCP controls are recommended to ensure active frontages and the desired streetscape outcomes as detailed in Urban Design Guidelines and Masterplan in the GMU Report.

It is recommended that a setback at this corner location would be appropriate as a transition between the commercial shop frontages to the north and residential setbacks to the south. The existing DCP controls provide for zero lot frontages in the commercial centre and 6.5m front setback in the Residential zone. Accordingly, site specific DCP controls are recommended to achieve a 3m setback at this busy street corner comprising shops and the like.

Limit on Commercial Floorspace

The site is zoned Residential R3 Medium Density Residential. With the inclusion of proposed additional permitted uses (commercial premises, medical centre, shop-top housing) it is important to ensure that the overall objectives of the zone are not compromised. Limiting the proposed commercial floorspace on the site to the current level (approximately 1150 square metres) will ensure that the majority of the site will be used for residential purposes.

Affordable Housing

Council's Affordable Housing Policy states 'Council is committed to a 10% affordable rental housing target for all strategic plans and planning proposals for urban renewal or greenfield

development and that higher rates will be sought where feasible. Concept plans identify the potential for a total of between 48 and 60 dwellings on the site.

The Planning Proposal as lodged does not specifically provide for affordable housing.

With Council's recent inclusion in State Environmental Planning Policy 70 (Affordable Housing-Revised Schemes) Council may prepare a Planning Proposal with specific requirements for the provision of affordable rental housing. The Department of Planning would generally require a feasibility analysis to be undertaken to support such a proposal.

As the Planning Proposal does not include a feasibility analysis, it is recommended that the amended Planning Proposal include a 10% provision for affordable rental housing, with the exact requirement for the site being established via a feasibility analysis being undertaken by Council following the issue of a Gateway determination.

Conclusion

Council's assessment of the Planning Proposal generally supports the intended outcomes of the proposal as submitted by the applicant but with some amendment in relation to the proposed height standard. In this regard an amended Planning Proposal would be supported which seeks to limit the extent of the proposed 11m height standard to only part of the site.

PROPOSED SITE SPECIFIC DCP CONTROLS

Having regard to resident submissions, Council's own analysis, and the applicant's Urban Design Study, the following site specific DCP controls are recommended:

- *Modulation of maximum number of storeys:* Limit redevelopment at 3 and 4 storey to parts of the site that are setback from front and side boundaries and from the heritage cottage.
- *Active Frontage:* Allow for active frontage at the corner of Pittwater Road and Albert Street setback 3m setback providing for shops and business premises at street level.
- *Setback (front, side and rear):* A 3m setback of the active frontage on the corner of Pittwater Road and Albert Street. The existing DCP site control requires setbacks of 4.5m (side) and 6m (rear) which should be retained for the site but with additional requirement for 2m deep soil planting along these boundaries at the eastern and southern sides of the site. Additional setback of 12m at the SE corner of the site is required to protect the large Fig tree (see Landscaping below). At the front setback, the remainder of the Pittwater frontage (1294-1300 Pittwater Road, Narrabeen), any 4th storey element must be setback at least 10m from the street.
- *Heritage listed dwelling (general):* The redevelopment of land between 2 Albert Street Narrabeen (heritage cottage) and 72-90 Ocean Street Narrabeen ('Furlough House') must have particular regard to the effect on the heritage significance of these 2 heritage items in the vicinity under clause 5.10(5) Warringah LEP 2011. A 2 storey built form in this location is required to address the heritage significance of these items. Similarly, the redevelopment of land at the rear (south) 2 Albert Street must reduce the impact of the maximum height provisions with any fourth storey being designed as an attic roof.
- *Heritage listed dwelling (general):* Lodgment of a Conservation Management Plan will be required to accompany any DA for redevelopment or for change of use of the dwelling.
- *Heritage listed dwelling (setback):* A 12m setback to the rear and a 9m setback to either side of the heritage dwelling. Any new building to the east of the heritage dwelling along Albert Street is to be no closer to the street than the established heritage dwelling building line.
- *Heritage listed dwelling (height in vicinity):* The height of buildings adjoining the side (west) and rear of the heritage cottage at 2 Albert Street is to be limited to 3 storeys.

- *Landscaping:* A number of existing trees identified as providing significant landscape amenity are to be retained and integrated into the site planning where possible including: the Hills Fig (*Ficus hillii*) and Norfolk Island Pine (SE corner of site); Podocarpus Brown Pine and 2 Cottonwood trees (along Pittwater Road) and a Cheese Tree and She Oaks (along Albert Street). The existing minimum requirement for 50 percent landscaped area is not proposed to be varied.

TIMING

It is anticipated that the time of completion of the Planning Proposal is 6 – 12 months from the date of Council's approval to proceed. Following the issue of a Gateway determination Council will be required to formally exhibit the Planning Proposal for 28 days. The matter will be reported back to Council for final consideration following that exhibition and public hearing.

LINK TO COUNCIL STRATEGY

FINANCIAL CONSIDERATIONS

The preparation of the Planning Proposal is to be funded through Council's Operational budget as Council is the proponent for the Planning Proposal.

The economic impact of the Planning Proposal is assessed in technical study accompanying the proposal. This study supports the proposed increased provision of medical and commercial facilities at the subject site as current uses. Council supports this position on grounds that the commercial floorspace is limited to a maximum of 1150 square metres which represents the current commercial floor area on the land.

SOCIAL CONSIDERATIONS

The Planning Proposal and associated site specific DCP controls as recommended in this report provide for future revitalisation of the southern end of the Narrabeen town centre. Further activation and walkability to Narrabeen village is facilitated. Connectivity and public domain interfaces will be improved due to the site's prominent location near community services and transport.

ENVIRONMENTAL CONSIDERATIONS

The environmental considerations associated with the Planning Proposal relate primarily to whether the proposed height of building standard is appropriate. The 11m standard applies to the existing B2 Local Centre zone Narrabeen town centre and provides an appropriate statutory limit for this site excluding the north-eastern corner in proximity to two heritage items. However, Site specific DCP controls are recommended to accompany the Planning Proposal, supported by the applicant's technical studies. Improved outcomes in terms of landscaped amenity and tree protection are also sought as detailed in this report as part of proposed site specific DCP amendments.

GOVERNANCE AND RISK CONSIDERATIONS

The Planning Proposal as submitted seeks certain amendments to the LEP and includes an indicative redevelopment scheme that is considered would achieve good outcomes for the site. Site specific DCP controls are recommended in this report as an appropriate planning mechanism to ensure that any future development application is prepared and determined in a manner that is consistent with the supported scheme.

PLANNING PROPOSAL

Amendments to the Warringah Local Environmental Plan 2011

**1294, 1296, 1298 & 1300 PITTWATER ROAD and
No's. 2 and 4 ALBERT STREET, NARRABEEN**

April 2019 (Submission for Gateway Determination)

TRIM 2019/164757

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FIGURES (see separate Attachment)

- Figure 1: Location
Figure 2: Site
Figure 3A: Aerial Photo – Detail
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Figure 4A: Zoning Map – Warringah LEP 2011
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Figure 4C: Heritage Map – Warringah LEP 2011
Figure 4D: Landslip Risk Map – Warringah LEP 2011
Figure 4E: Acid Sulphate Soils Map – Warringah LEP 2011

DRAFT LEP MAP AMMENDMENT

Draft Height of Building Maps (see separate Attachment)

NB: Other LEP mapping of land for permissible additional uses incorporates the total site as described in the Planning Proposal.

Related Technical Studies (see separate Attachments)

- Urban Design Report
- Heritage Impact Assessment
- Traffic Impact Assessment Report
- Economic Assessment Report
- Flooding Risk Assessment

1. INTRODUCTION

1.1 Overview

This Planning Proposal contains an explanation of the intended effect of, and justification for, requested amendments to Warringah Local Environmental Plan 2011 ("WLEP 2011"), insofar as that instrument applies to No's 1294, 1296, 1298, 1300 Pittwater Road, and No's 2 and 4 Albert Street, Narrabeen ("the site").

The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* ("EP&A Act") and the relevant Department of Planning and Environment guidelines and practice notes including "*A Guide to Preparing Local Environmental Plans*" and "*A Guide to Preparing Planning Proposals*".

The Planning Proposal seeks amendments to WLEP 2011 to change the maximum height standard that applies to part of the site from 8.5m to 11.0m, and to make the following land uses permissible with consent on part of the site: a "medical centre"; "commercial premises"; and "shop top housing".

The site is in the ownership of the Bernard Family, members of which have provided medical services to the Northern Beaches community for decades. In this regard, No. 4 Albert Street is presently occupied by the Narrabeen Family Medical Practice, and Waves Dental.

Narrabeen Family Medical Practice is a type of "health services facility" as defined in WLEP 2011 coming under the definition of a "medical centre". Medical centres, however, are not permissible in the R3 Medium Density Zone which applies to the site pursuant to WLEP 2011.

Additionally, No. 1300 Pittwater Road which is located in the north west corner of the site is occupied by a 2 storey commercial building currently occupied by W&D Financial Services. It was previously used as a bank. "Office premises", and "business premises" being types of "commercial premises" are also not permissible in the R3 Medium Density zone.

The site's present use, in part, for the purpose of a "medical centre" and as "commercial premises", along with its relatively large area (i.e. 4,704.1m), regular shape, dual street frontage to Pittwater Road and Albert Street, proximity to public transport services, and relationship to the Narrabeen Local Centre (being immediately to its south), all combine to warrant a higher and better mix of permissible uses than the uses which are permissible under WLEP 2011, and an increased building height limit of 11.0m for part of the site, which is the same height limit as applies to all land to the north of the site.

The Planning Proposal has both site specific planning merit and strategic planning merit. Both are amply demonstrated in the accompanying Urban Design Report.

As the site is immediately adjacent to the Narrabeen Local Centre, all parts of that centre are within 5 minutes' walk. Public transport is available within 2 minutes' walk. It is well recognized in the North District Plan that a principle of strategic planning is to increase residential development in, or within a walkable distance of, a centre. The site is therefore well-suited to an increase in residential development and the Planning Proposal intends to

achieve that outcome by permitting a height limit of 11.0m in lieu of 8.5m for part of the site, along with making permissible the non-residential uses presently on the site (and allowing reasonable potential future growth thereof to meet evolving community needs).

The Planning Proposal therefore seeks to amend WLEP 2011 in the following manner in relation to the site:

- amend “Schedule 1 – Additional Permitted Uses” in WLEP 2011 to include “medical centre”, “commercial premises” and “shop top housing” as additional uses which are permissible on the site with development consent with a maximum floor area of 1150 square metres;
- amend the “Additional Permitted Use Map” to identify the site as “Area 24”;
- amend the “Height of Buildings” map from a maximum of 8.5m to 11m over part of the site (Height of Building Map separately attached to Council Report), excluding both 2 Albert Street, Narrabeen being Lot 1 DP61344 (containing heritage listed dwelling house) and the front part of 4 Albert Street, Narrabeen being Part lot 8C DP200030 (and directly adjoining to the east of the heritage dwelling along Albert Street); and,
- include an affordable housing provision and that requires 10% of dwellings on the site to be dedicated to Council as affordable rental housing, with the exact requirement being established by a feasibility analysis undertaken by Council following the issue of a Gateway determination.

A development concept has been formulated for the site to illustrate how the site would (potentially) be developed if the Planning Proposal proceeds. Key features of the concept are:

- retention of the heritage item on No. 2 Albert Street;
- the construction of 4 new buildings, one of which, on the corner of Pittwater Road and Albert Street will be “mixed-use”, comprising the relocated Narrabeen Family Medical Practice, commercial office or business premises, and a partial ground floor active use (such as a café) with residential apartments above: the other 3 new buildings will be all residential (i.e. two residential flat buildings and one terrace/ townhouse style building in place of the existing medical centre);
- basement parking accessed off Albert Street; and
- retention of the large Hills Fig tree in the south eastern corner of the site.

The concept development contains a limited amount of non-residential floor space (i.e. 1,150m²) on part of the site (i.e. the corner of Pittwater Road and Albert Street). The remainder of the site would be wholly residential comprising attached dwelling/ terraces and residential flat buildings which are already permissible. The new residential buildings would however be 3 to 4 storeys as opposed to 2 to 3 storeys under the existing height control regime.

No. 2 Albert Street, which is a heritage item identified in WLEP 2011, could either be adaptively re-used for a non-residential purpose under the heritage incentive provisions in Clause 5.10(10) of WLEP 2011, or remain as a dwelling. Both scenarios are not dependent on the Planning Proposal.

1.2 Accompanying Documentation

The Planning Proposal, is supported by the following documents separately attached as follows:

- an urban design report prepared by GMU Urban Design;
- a heritage impact assessment prepared by NBRS Architecture and Heritage;
- a traffic impact assessment report prepared by TTPP Transport Planning;
- an economic assessment report prepared by Location IQ;
- a flood risk assessment prepared by Cardno;
- a revised “Height of Buildings Map” showing the site with a height limit of 11m – as amended by Council to apply to part of the site only, excluding both lot 1 DP613544 (containing heritage listed dwelling house) and part lot 8C DP200030 directly adjoining to the east along Albert Street, Narrabeen.

1.3 Northern Beaches Council’s pre-lodgement advice

On 19 October 2016 a pre-lodgement consultation meeting was attended by members of Council’s Strategic Planning team, members of the Bernard Family, and representatives from BBC Consulting Planners, Highgate Management, and GMU Urban Design and Architecture.

Council’s pre-lodgement advice identified statutory planning matters to be addressed in the planning proposal documentation, general documentation requirements, required strategic planning considerations, and relevant state and environmental planning policies that need to be addressed.

These matters have been addressed in this Planning Proposal.

Following the pre-lodgement consultation meeting with Council Officers, the Bernard Family has acquired No. 2 Albert Street, thereby allowing this property to be part of the site to which the Planning Proposal applies and facilitating a much more regularized, holistic and integrated urban design and land use outcome.

1.4 Land to which the Planning Proposal applies

1.4.1 Location

The site is located on the south-eastern corner of Pittwater Road and Albert Street in Narrabeen (see **Figure 1**).

1.4.2 Real Property Description

As shown on **Figure 2**, the site consists of six (6) parcels of land, identified as follows:

- 1294 Pittwater Road, Narrabeen : Lot 2 DP 84490;
- 1296 Pittwater Road, Narrabeen : Lot 6A DP 200030;
- 1298 Pittwater Road, Narrabeen : Lot 100 DP 773884;
- 1300 Pittwater Road, Narrabeen : Lot 1 DP 615179;
- 2 Albert Street, Narrabeen : Lot 1 DP 613541; and
- 4 Albert Street, Narrabeen : Lot 8C DP 200030.

Certificates of title and deposited plans for the lots which comprise the site are provided. All of the site is owned by members of the Bernard Family.

1.4.3 Area and Frontages

The site is irregular in shape (see **Figure 2**) and has a total area of approximately 4,704.1m². It has frontages to Pittwater Road and Albert Street of 76.20m and 42.06m respectively.

1.4.4 Improvements

The improvements on the site are evident from the aerial photo (2016) in **Figure 3A**. There are (mainly) brick houses on each of No's 1294, 1296 and 1298 Pittwater Road; there is a commercial office building (a former bank) on No. 1300; a dwelling on No. 2 Albert Street (which is a listed heritage item – see **Figure 4C**) and on No. 4 Albert Street is a family medical centre and dental surgery.

1.4.5 Trees

As shown on the aerial photo in **Figure 3A**, a detailed survey is also provided by the applicant. There are several trees and shrubs on the land including a large Hills Fig tree in the south eastern corner of the land and a Norfolk Island Pine at the rear of the dwelling on No. 1294 Pittwater Road.

1.4.6 Vehicular Access

Vehicular access is available to each residential lot.

There is parking available for staff of the commercial office building at the rear of No 1300 Pittwater Road.

There is parking available for visitors to the medical practice and dental surgery at the front of the medical centre building at No 4 Albert Street.

There is also informal parking (staff of the commercial building and medical practice) provided at the front of No. 1296 Pittwater Road.

1.4.7 Topography

Detailed survey plans for the site and adjoining and nearby land are provided in **Appendix 2** (see Volume 2).

The site falls from east to west and has a total fall to Pittwater Road of approximately 5m.

1.4.8 Public Transport

The site is located opposite the Narrabeen Commuter Car Park and associated northbound B-Line bus stop.

The site is also approximately 50m south of the south bound B-Line bus stop on Pittwater Road.

The site is in a locality which is very well supported by public transport.

1.5 Surrounds

1.5.1 To the north

To the north of Albert Street is the Narrabeen Local Centre containing a wide variety of shops, offices, banks, cafes and restaurants. Within the local centre are shop top housing buildings of up to 5 storeys. (There is a 5-storey building, "Seashells", at No's 1 – 7, Lagoon Street, immediately to the north of the site on the eastern side of Lagoon Street).

The height of other buildings in the local centre are identified on survey plans and on page 15 in Section 3.4 of the Urban Design Report.

1.5.2 To the east

To the east of the site is Furlough House, a listed heritage item in Warringah LEP 2011 (see **Figure 4C**). Furlough House comprises a collection of single and two storey brick buildings.

Furlough House at No's 72-90 Ocean Street is listed as Item 96 in Schedule 5 of WLEP 2011 and has the following physical description in the NSW State Heritage Database:

"Complex of single & 2 storey residential buildings of face brick with tiled hipped roofs. Oldest remaining buildings in this group were constructed in

1952-54 and in 1959. Further buildings were added in 1966. Mature Norfolk Island Pines fronting site adjoining Ocean Street.”

Furlough House at No's 72-90 Ocean Street has the following Statement of Significance in the NSW State Heritage Database:

“Furlough House’ has historic and social significance due to its role since 1918 in the provision of recreational & community services for families of the armed services. While original buildings are gone, it maintains a continuity of association.”

1.5.3 To the south

To the south of the site is No's 1290 – 1292 Pittwater Road, a 3 level residential flat building, containing 12 apartments.

1.5.4 To the west

To the west of the site is Pittwater Road.

Diagonally opposite the site in north western corner is a Council “park and ride” car park.

1.6 Existing Planning Controls

1.6.1 Zoning and Permissible Uses

The site to which the Planning Proposal request relates is zoned “R3 Medium Density Residential”, pursuant to the provisions of WLEP 2011 (see **Figure 4A**).

The objectives of the R3 Medium Density Residential zone are as follows:

- *“To provide for the housing needs of the community within a medium density residential environment.*
- *To provide a variety of housing types within a medium density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To ensure that medium density residential environments are characterised by landscaped settings that are in harmony with the natural environment of Warringah.*
- *To ensure that medium density residential environments are of a high visual quality in their presentation to public streets and spaces.”*

The following development is permissible without consent in the R3 Medium Density zone (Item 2):

“Home-based childcare; home occupations”

The following development is permissible with consent in the R3 Medium Density zone (Item 3):

*“Attached dwellings; Bed and breakfast accommodation; Boarding houses; Boat sheds; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Emergency services facilities; Environmental protection works; Exhibition homes; Group homes; Home businesses; **Multi dwelling housing**; Neighbourhood shops; Places of public worship; Recreation areas; **Residential flat buildings**; Respite day care centres; Roads; Secondary dwellings; Seniors housing; Veterinary hospitals.”* (our emphasis)

The following development is prohibited in the R3 Medium Density zone (Item 4):

“Any development not specified in item 2 or 3”

The above list of permissible uses does not include the two existing non-residential uses being carried out on the site, one of which is the Narrabeen Family Medical Practice which various members of the Bernard Family have operated for many years. The other is W&D Financial Services in the former bank building at the corner of Pittwater Road and Albert Street.

This Planning Proposal seeks to ensure that in any redevelopment of the site, the existing non-residential uses on the site are made permissible uses in order that the very important community role that these uses have provided for decades (and continue to provide) can be accommodated in a predominantly residential redevelopment of the site. However, the intention is that the non-residential uses are to be confined to a new mixed-use building on the north-west corner of the site (i.e. Building A on the concept development included in the Urban Design Report.

1.6.2 Building Height

Clause 4.3 of WLEP 2011 states that the maximum height of a building should not exceed the height on the Height of Buildings Map. The site has a maximum building height of 8.5m on the map (see **Figure 4B**)

“Building height” is defined to mean:

“(a) in relation to the height of a building in metres—the vertical distance from ground level (existing) to the highest point of the building, or

(b) in relation to the RL of a building—the vertical distance from the Australian Height Datum to the highest point of the building,

including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.”

This Planning Proposal request seeks to amend the Height of Buildings map so as to permit a maximum building height of 11.0m in lieu of the existing 8.5m height limit.

1.6.3 Heritage

As shown on **Figure 4C** No. 2 Albert Street is listed as Item 89 in Schedule 5 of WLEP 2011 and has the following physical description in the NSW State Heritage Database:

“Single storey dwelling of roughcast render and rusticated weatherboard. Half-hipped and gabled tiled roof. Timber battened fibro to gable ends. Wide veranda on 2 sides with piers & balustrade of roughcast render. Squat timber posts. Timber casement windows.”

No. 2 Albert Street has the following Statement of Significance in the NSW State Heritage Database:

“A good representative example of a large inter-war Californian bungalow. Displays high integrity with much original fabric and detailing. Historically provides evidence of the character and location of residential development in the inter-war period.”

As also shown on **Figure 4C**, the adjacent land to the east is also identified as a heritage item in WLEP 2011.

1.6.4 Flood Planning

Clause 6.3 of WLEP 2011 applies to land at and below the flood planning level. “Flood Planning Level” is defined to mean the level of 1:100 ARI (average recurrent interval) flood event plus 0.5m freeboard.

A flood risk assessment has been prepared by Cardno. It states that the flood planning level for the site is 3.6m AHD.

1.6.5 Other controls

As shown on **Figure 4D**, the site is in ‘Area A’ on the Landslip Risk Map, this being the area with the least risk of landslip.

As shown on **Figure 4E**, the site is shown as ‘Class 4’ on the Acid Sulphate Soils Map.

2. PLANNING CONTEXT

2.1 Greater Sydney Regional Plan

The “Greater Sydney Regional Plan 2056 – A Metropolis of Three Cities – Connecting People” was released in March 2018. It sets out a vision, objectives, strategies and actions for a metropolis of three cities across Greater Sydney. Narrabeen is located within the “Eastern Harbour City” area.

This Planning Proposal is consistent with the following objectives provided by the Greater Sydney Regional Plan:

- Objective 10 (Greater Housing Supply): The Planning Proposal would result in the more efficient use of land which has the potential to increase the housing supply in Sydney.

In 2016, 55.7% of all dwellings in the Northern Beaches Council area were separate houses; 17.2% were medium density dwellings, and 25.9% were in high density dwellings.

The Planning Proposal would have the result of increasing the supply of medium density housing in an appropriate location. The Planning Proposal would assist Northern Beaches Council in meeting its housing targets provided for the North District. It provides the opportunity for more efficient and effective local infill development in an existing urban area with easily walkable access to a centre (i.e. Narrabeen Local Centre), a good range of facilities and recently improved public transport thereby achieving greater housing diversity.

- Objective 11 (Housing is more diverse and affordable): The Planning Proposal is consistent with this objective in that it would allow the land to be more economically and effectively developed to provide medium density housing. Medium density housing provides for an alternative, and a more affordable housing choice when compared to detached dwellings.
- Objective 14 (Integrated land use and transport creates walkable and 30 minute cities): The site is well located in terms of public transport with Pittwater Road B-Line bus services located within 50m to the site. As the plan suggests, it is appropriate that future residents of the site have access to the services, jobs and skills which are available within a centre. In this regard, the site adjoins Narrabeen Local Centre.

A central goal of the Greater Sydney Regional Plan 2056 is to strategically plan Sydney to ensure that residents will have quick and easy access to jobs and essential services. It is intended that workers will be closer to knowledge intensive jobs, city scale infrastructure, services, entertainment, and cultural facilities.

The site is located within close proximity to public transport services and other amenities that can be readily accessed by future residents of the site. The envisaged future new residential development on the site in accordance with its existing zoning but with an increased height limit of 11.0m for part of the site (up from 8.5m with that part of the site excluded to remain at 8.5m) would be entirely consistent with the objectives of the Greater Sydney Regional Plan.

2.2 North District Plan

The North District Plan was released in March 2018. It sets out the planning priorities and actions for the growth of the North District. The site is located immediately adjacent to the Narrabeen Local Centre, as identified in the North District Plan.

The Planning Proposal is consistent with the North District Plan, particularly with respect to the following planning priorities:

- Planning Priority N3 (Providing services and social infrastructure to meet people's changing needs): By 2036, the North District is expected to see an 85 per cent proportional increase in people aged 85 and over, and a 47 per cent increase in the 65–84 age group. The local government areas of Hornsby, Ryde, Ku-ring-gai and Northern Beaches will have the largest projected increase in the 65-94 age groups. The provision of more diverse housing types and more medium density housing, within walkable neighbourhoods will create opportunities for older people to continue living in their community and close to health and support networks. These demographic observations are equally applicable to the inclusion of a medical centre and commercial premises in the range of permitted uses on the site.
- Planning Priority N5 (Providing housing supply, choice and affordability, with access to jobs, services and public transport): The Planning Proposal is consistent with this increased planning priority in that it will facilitate the future development of the site to provide residential accommodation within very close walkable proximity to public transport services and a range of other community facilities and services. The Planning Proposal meets the objectives relating to greater housing supply and in that it would contribute to meeting the North District's housing target of 92,000 dwellings from 2016-2036. A height limit of 11.0m allows for part of the site to better cater for the demand of Sydney's changing population by providing a broader range of housing options to suit different lifestyle and affordability needs. It provides the opportunity for more economic and efficient local infill development in an existing urban area with walkable access to a centre community, retail, commercial and other facilities and good public transport, thereby achieving greater housing diversity and supply without impacting in any significant or unreasonable way of local character and/ or amenity.
- Planning Priority N6 (Creating and renewing great places and local centres, and respecting the District's heritage): Narrabeen Local Centre lies immediately to the north of the site. All parts of the centre are within 5 minutes' walk of the site. Public transport is available within 2 minutes' walk. A principle of strategic planning is to increase residential development in, or within a walkable distance of, a centre. The site is therefore well-suited to an increase in residential development. The Planning Proposal will achieve that outcome as well as ensuring space for the non-residential uses presently on the site.
- Planning Priority N12 (Delivering integrated land use and transport planning and a 30-minute city): The site is well located in terms of public transport and has good access to a local centre. The site's rezoning to facilitate medium density residential development would allow the benefits of its accessibility to be better utilised.

2.3 Future Transport Strategy 2056

The Future Transport Strategy 2056 is an overarching strategy, supported by a suite of plans to achieve a 40-year vision for our transport system.

The site benefits from the improvement of bus services between the City and the Northern Beaches via the B-Line. These new bus services travel along Pittwater Road to which the site has frontage.

3. STUDIES

3.1 Urban Design and Concept Development

GMU Urban Design and Architecture (“GMU”) have examined the urban design opportunities for, and constraints, to a predominantly residential (but, in part, commercial premises/ medical centre) redevelopment of the site and have developed a concept to illustrate what would be a reasonable and justifiable built form outcome for the site.

The concept explores the site’s interrelationship with adjoining and adjacent buildings (including the heritage item on the site and the adjacent heritage item to the east) and considers the site’s context, setting, aspect, orientation, topography and accessibility.

The concept has merit and would result in a high quality built form outcome which would provide excellent new living opportunities for households, well-served by public transport, and close to a wide array of facilities, services and recreational opportunities.

The Urban Design Report presents an urban design analysis of the site and its context and, having assessed its constraints and opportunities, develops a preferred concept for future development.

It identifies the urban design opportunities of the site as follows: -

- *“Strategic location within 50m from B-Line Bus stop, operating between Mona Vale and Sydney CBD with reduced travel time.*
- *Opportunity to announce the arrival at the Narrabeen Centre whilst improving the activation of the key pedestrian route to the B-Line bus services.*
- *Good connectivity with the pedestrian route to B-Line bus commuter services to major Local, Strategic and Metropolitan Centres and employment hubs.*
- *Frontage to Pittwater Road and visual termination of the vista of Lagoon Street, marking the southern edge of the centre and walking distance to the supermarket, retail shops, beach and recreational areas.*
- *Immediately next to (and currently functioning as key commercial uses of) the town centre area (B2 Zone).*
- *Opportunity for major built form improvements and activation to corner of Pittwater Road and Albert Street.*
- *Removal of 3 driveways along Pittwater Road.*
- *Improvements to the pedestrian interface to allow an easily negotiated footpath along Albert Street.*

- *Proximity to the newly renovated playground, basketball court and weekly village markets.*
- *Opportunity for view sharing due to natural sloping terrain.*
- *Large consolidated site with two street frontages.*
- *Existing mature trees and vegetation to provide natural landscape screening and contribute to good quality landscaped areas and communal open spaces.*
- *Good orientation for residential amenity with minimal overshadowing from existing buildings to the north.*
- *Retain major tree as a landscape element and buffer.*
- *Retain and adaptively reuse the heritage cottage.*
- *Provide an appropriate visual and built form termination to Lagoon Street.*
- *Assist in meeting part of the area's dwelling targets at the centre and immediately adjacent to the major public transport for the area and recreational amenity nodes."*

With these opportunities in mind, the Urban Design Report sets out the following vision statement: -

"The new development at the corner of Albert Street and Pittwater Road contributes a retail edge to Narrabeen Village. The active uses to the intersection provide facilities and retail options for residents and visitors accessing the commuter carpark and public transport.

The new development provides a contemporary architecture that enhances the visual character of the centre and its streetscapes.

The large scale of both the existing centre and the site accommodates well-mannered buildings, compatible with adjoining developments. The development reinforces and defines the corner location, providing an improved built form, announcing the entry to Narrabeen town centre. The proposal responds to existing streetwall heights and setbacks and responds to the topography and the sensitive interface to adjoining developments. Along Albert Street, the proposal responds to the existing fine grain lot pattern consistent with the streetscape character.

The proposal retains and adaptively reuses the existing heritage cottage.

The site is generously landscaped and reinforces the landscape character along Albert Street, providing a strong landscape concept complimenting the existing street and improving the pedestrian environment along Pittwater Road and Albert Street.

Given the proximity to local shops, schools, community facilities, high-frequency public transport and unique recreational amenities, combined with the likely future development of the area, the proposal delivers the potential for a well-considered built form and a positive contribution to the neighbourhood character.”

To guide the future development of the site, the Urban Design Report identifies the following design principles: -

- *“Provide a high-quality contemporary mixed use development that achieves design excellence.*
- *Enhance the Narrabeen Town Centre.*
- *Activate the southern end of the Town Centre area and a key pedestrian node.*
- *Respond to topography and natural features.*
- *Celebrate the entry to the town centre.*
- *Compliment the scale and rhythm of the existing streetscape along Albert Street and the visual termination of Lagoon Street.*
- *Enhance and contribute to the landscape character along Albert Street and Pittwater Road.*
- *Provide a sensitive response to the existing heritage cottage (No 2 Albert Street).*
- *Retain major landscape elements.*
- *Buffer adjacent properties using significant new landscaping.*
- *Apply view sharing principles to minimise amenity impacts to neighbouring properties.”*

Contained in Section 4.3 of the Urban Design Report is an “Indicative Masterplan” which identifies 4 new buildings referred to as Buildings A, B, C and D (each of which would have inter-connected basement car parking), vehicular access to the basement car park from Albert Street opposite the southern end of Lagoon Street and retention of the heritage item on No. 2 Albert Street. Block models are provided on pages 28-31 of the report.

The Masterplan in Section 5.1 of the Urban Design Report (see page 34) shows the relationship of the 4 new buildings to each other, to the heritage item on 2 Albert Street, to the adjacent heritage item to the east (i.e. Furlough House) and to the neighbouring residential flat building to the south, and shows the building setbacks from the front, side and rear boundaries.

A set of urban design guidelines is provided in Section 5.4 of the Urban Design Report and key ADG amenity requirements are demonstrated as being capable of being achieved in Section 5.5. Overshadowing impacts are shown as insignificant in Section 5.5 on page 40 of the Urban Design Report.

Only Building A will be mixed-use. Buildings B, C and D would be wholly residential.

Realisation of the concept is dependent on the Planning Proposal as whilst the wholly residential buildings are already permissible with consent, the mixed-use building planned for the corner of Pittwater Road and Albert Street (i.e. Building A) is dependent on additional permissible uses being identified for the site in Schedule 1 of WLEP 2011, and the maximum height limit being increased to 11.0m (from 8.5m) for part of the site.

In order to test the concept and examine its impacts, the following additional studies have been carried out: -

- Heritage;
- Traffic and parking;
- Economic Impacts; and
- Flooding.

The key findings of these studies are set out below.

3.2 Heritage

A Heritage Impact Assessment ("HIA") prepared by NBRS Architecture Heritage is provided in **Appendix 4**.

The HIA documents the history of the locality and of the site, describes the heritage items on No. 2 Albert Street and No's 72-90 Ocean Street (i.e. Furlough House) including their visual catchments, and identifies their significance. The HIA then assesses the heritage impacts of the development concept prepared by GMU, particularly in relation to the heritage item on No. 2 Albert Street and its curtilage, but also on Furlough House.

HIA concludes as follows:

"The Planning Proposal has been assessed in relation to the potential heritage impacts it may have on the heritage item on the site, known as 2 Albert Street, and on the heritage property immediately to the east, known as Furlough House.

The details of the Planning Proposal described in the GMU study do not adversely affect the identified heritage significance of 2 Albert Street, Narrabeen, and the heritage item adjacent the site, known as Furlough House."

Accordingly, there are no heritage impediments to the Planning Proposal proceeding.

The heritage item on No. 2 Albert Street is already able to be used for any purpose pursuant to the heritage incentive provisions in Clause 5.10(10) of WLEP 2011. It could either remain in use as a dwelling or be adaptively re-used for a non-residential purpose as part of facilitating its conservation.

3.3 Traffic and Parking

A Transport Impact Assessment ("TIA") prepared by TTPP Transport Planning is provided in **Appendix 5**.

The TIA examines the surrounding road network, the site access arrangements, the traffic generation that is likely to eventuate if the Planning Proposal proceeds, the availability of and access to public transport services, and the likely on-site parking needs from the mix of residential and non-residential land use which are proposed.

The TIA bases its analysis on an indicative land use yield comprising: -

- 48 – 60 apartments with a mix of 1, 2, 3 and 4 bedrooms; and
- between 1,050m² and 1,150 m² of "non-residential" GFA comprising (say): -
 - 20 m² of "café" GFA;
 - 800 – 1,130 m² of "medical centre" GFA; and
 - up to 240 m² of "office" GFA.

In the above "commercial" GFA scenario, the medical centre would (essentially) occupy all of the available GFA other than the café (i.e. 1,130 m² + 20 m²). However, in the interim there would be up to 240 m² of "office" GFA.

The TIA also bases its analysis on the provision of a single site ingress/ egress point on the southern side of Albert Street opposite the southern end of Lagoon Street. All existing driveways to Pittwater Road and Albert Street would be removed and reinstated as kerb and gutter.

The TIA finds that the surrounding road network can satisfactorily accommodate the additional traffic flows not only associated with the likely traffic generated from the concept development of the site but also from likely background growth on the local road system generally.

Councils Traffic Team have provided the following comments:

- evidence of the modelling must be provided to be satisfied that the traffic assessment is correct
- traffic generation rates assumed may not be consistent with RMS guidelines and require review
- as the site is adjoined to a state road, RMS will be required to provide comment on the Proposal

Given the above comments, and noting that the RMS will be required to comment on the proposal, it is recommended that the applicant provide an amended Traffic Assessment Report prior to exhibition of any Gateway approval.

3.4 Economic Impacts

An Economic Impact Assessment ("EIA") prepared by Location IQ is provided (separately attached).

The EIA examines the likely economic implications of the Planning Proposal. It concludes as follows: -

- *"It is clear from the analysis outlined in this report that there is a strong need and demand to accommodate an expanded medical and commercial facility within close proximity to the Narrabeen Town Centre.*
- *Limited, if any, negative impacts are anticipated from the proposed development and these are more than offset by the positive impacts that will occur from the development, including increasing the provision of general practitioners in an area where there is currently a low provision, and adding modern commercial floor space.*
- *Additionally, it is important for Narrabeen Family Medical Practice to remain within close proximity to the Narrabeen Town Centre, with the medical centre a vital component of the precinct. Consequently, the proposed site represents the ideal location to accommodate the expanded medical practice, given the limited appropriately zoned vacant sites available in the Narrabeen Town Centre.*
- *Further, the site has been used for commercial purposes for many years and would appropriately continue to be used for such purposes but in a modern, purpose built facility."*

3.5 Flooding

A Flood Risk Assessment ("FRA") prepared by Cardno is provided (separately attached).

The Flooding Risk Assessment ("FRA") was undertaken to inform development options for the site to reduce flood damage and risks to life in the event that the Planning Proposal proceeds and the concept development is implemented. The FRA considers: -

- the indicative impact of planned development on flooding;

- flood emergency response;
- flood warning and evacuation; and
- the levels and approach the development will need to adopt to comply with requirements of Northern Beaches Council DCP and WLEP 2011.

The FRA notes that the Pittwater Road frontage of the site was found in the 2013 Narrabeen Lagoon Flood Study to be partially affected in the 1 in 100 year and PMF events, and that the minimum habitable floor level must not be less than the Flood Planning Level which is 3.6m AHD.

The concept development has been prepared on this basis.

The impacts of flooding on the development and the impacts of the development on flood levels are acceptable, noting that compensatory storage can be provided along the Pittwater Road frontage of the site through regrading to attenuate the local impacts that a new building (as shown in the concept in **Appendix 3** at the corner of Pittwater Road and Albert Street) would otherwise have on flood levels (i.e. +0.01m – 0.02m).

4. PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 with consideration of the Department of Planning and Infrastructure “A Guide to Preparing Planning Proposals” (August 2016). Accordingly, the Planning Proposal addresses six parts:

- Part 1: Objectives or intended outcomes of the proposed amendment;
- Part 2: Explanation of provisions;
- Part 3: Justification;
- Part 4: Mapping;
- Part 5: Community Consultation; and
- Part 6: Project Timeline.

A discussion on each of Parts 1- 6 is presented in the following sections.

5. PART 1 – OBJECTIVES AND INTENDED OUTCOMES

5.1 Objectives of the Planning Proposal

The objectives of the Planning Proposal are to:

- (i) facilitate continued partial use of the site, but with an improved land use distribution and form, for the purposes of medical centre and commercial premises in conjunction with shop-top housing which can better serve the local community; and
- (ii) allow 3-4 storey buildings instead of 2-3 storey buildings on part of the site.

5.2 Intended Outcomes

The Planning Proposal has the following intended outcomes: -

- (i) enable the existing non-residential land uses on the site (i.e. medical centre and office/ business premises) to a maximum floor area of 1150 square metres, to be accommodated in a new mixed use, purpose-built building including apartments, located at the corner of Pittwater Road and Albert Street;
- (ii) enable 2 other residential buildings of 3-4 storeys to be erected on the site above basement parking (11m) with 1 other residential building ('Building D') to be erected on the site at 2 storeys under existing height standards (8.5m).
- (iii) satisfy the demand for new housing stock on a site with suitable characteristics for accommodating additional growth;
- (iv) encourage the development of new buildings that achieve design excellence and a safe, accessible and attractive environment;
- (iii) enhance the local environment whilst maximising the site's ability to provide increased housing accommodation, and affordable rental housing, a medical centre and commercial premises;
- (iv) maximise the use of public transport, walking and cycling for trips to, from and within the Northern Beaches LGA by maximising housing options on a site which is highly accessible via public transport, which is adjacent to the B-Line network, and which is opposite the Narrabeen Local Centre;
- (v) better-provide for the orderly, economic and efficient development of the site; and
- (vi) ensure that development in the Northern Beaches LGA appropriately supports the *Greater Sydney Plan* and the *North District Plan*.

6. PART 2 – EXPLANATION OF PROVISIONS

6.1 Parameters

This section explains the means through which the objectives and intended outcomes described in Part 1 will be achieved, in the form of controls on development in the amendment of WLEP 2011.

6.2 Clause 4.3 – Height of Buildings

This Planning Proposal requests that the permissible height of buildings on the site be increased from 8.5m to 11m. While the Planning Proposal submitted to Council sought to apply the 11m standard to the full site, this Planning Proposal limits the extent of the proposed height amendment to part of the site, excluding both lot 1 DP613544 (containing heritage listed dwelling house) and part lot 8C DP200030 directly adjoining to the east along Albert Street, Narrabeen. Accordingly, the proposal seeks to amend the Height of Buildings Map which forms part of WLEP 2011 in the manner shown on the draft LEP Map (separately attached).

6.3 Schedule 1 and Map – Additional Permitted Uses

This Planning Proposal requests that Schedule 1 of WLEP 2011 and the “additional permitted uses” map be amended to include as additional permissible uses on the site, the same types of use which are already on the site, as well as “shop top housing” (in order that apartments can be provided above the commercial premises and medical centre in a new building at the corner of Pittwater Road and Albert Street).

Accordingly, Council is requested to amend Schedule 1 of WLEP 2011 to include the following clause:

“24 Use of certain land at 1294 – 1300 Pittwater Road and 2-4 Albert Street, Narrabeen

- (1) This clause applies to land at 1294 – 1300 Pittwater Road and 2-4 Albert Street, Narrabeen, being Lot 2 DP 84490, Lots 6A and 8C DP 200030, Lot 100 DP 773884, Lot 1 in DP 615179 and Lot 1 in DP 613541, shown as “Area 24” on the Additional Permitted Uses Map.*
- (2) Development for the purposes of a medical centre and commercial premises (with a gross floor area not exceeding 1,150m²) and shop top housing is permitted with consent.”*

6.4 New Clause – Affordable Housing

Council’s Affordable Housing Policy states ‘Council is committed to a 10% affordable rental housing target for all strategic plans and planning proposals for urban renewal

or greenfield development and that higher rates will be sought where feasible. Concept plans identify the potential for a total of between 48 and 60 dwellings on the site.

The Planning Proposal as lodged does not specifically provide for affordable housing.

With Council's recent inclusion in State Environmental Planning Policy 70 (Affordable Housing- Revised Schemes) Council may prepare a Planning Proposal with specific requirements for the provision of affordable rental housing. It is understood that the Department of Planning and Industry would generally require a feasibility analysis to be undertaken to support such a proposal.

As the Planning Proposal does not include a feasibility analysis, Council is seeking to include a provision for affordable rental housing in the WLEP 2011 similar to provisions in Willoughby and Sydney City Council LEPs, to require 10% of all new housing on the site to be dedicated to Council as affordable rental housing, with the exact requirement being established via a feasibility analysis undertaken by Council following the issue of a Gateway determination.

7. PART 3 – JUSTIFICATION

7.1 Section A – Need for the planning proposal

1. Is the planning proposal a result of any strategic study or report?

The Planning Proposal is not the result of any Council study or report.

It is however consistent with the North District Plan as detailed in Section 2.2.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes, a Planning Proposal is the best, most efficient and most time effective approach to delivering the desired outcomes.

Residential flat buildings are permissible with consent, however only a very few non-residential uses are permissible in the R3 zone. For example, a medical centre is prohibited in the R3 zone yet a veterinary hospital is permissible. “Commercial premises” are also prohibited. These include “office premises” and “business premises” as well as “retail premises”, other than “neighbourhood shops” which can be no larger than 80m² in area (i.e. each shop).

Therefore, land use options on the site are severely constrained by the limited range of permissible uses in the R3 zone and fail to recognize the existing non-residential uses on the site.

In relation to the 8.5m height limit which applies to the site, the Urban Design Report demonstrates that 3-4 storeys is the appropriate height for buildings on this site. This requires an 11.0m height limit for part of the site.

Whilst Clause 4.6 of the WLEP 2011 provides a mechanism, when lodging a DA, to vary a development standard although there is no statutory limit on the extent to which a standard can be varied, it is generally acknowledged that 10% is (roughly) the threshold of acceptability. A 10% increase on the current height limit of 8.5m would give permit a height of only 9.35m.

If a height of 11 metres was to be pursued by way of a Clause 4.6 variation, the height limit applying to the site would need to be varied by around 2.5m. This variation of approximately 29% is significantly greater than the 10% threshold generally associated with a Clause 4.6 variation. It is therefore problematic to pursue an approval for a 11.0m height via a DA accompanied by a Clause 4.6 variation, thus demonstrating the need for this Planning Proposal.

7.2 Section B – Relationship to Strategic Planning Framework

1. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Yes. See Section 2 of this report.

2. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

"Shape 2028: Northern Beaches Community Strategic Plan 2018 – 2028" ("CSP"). Council's "roadmap for the future of the Northern Beaches".

The Planning Proposal is consistent with the vision of the CSP.

The CSP states: -

"More than half of all dwellings on the Northern Beaches are separate houses. The median house price was \$1.51 million at June 2016. Rental costs are nearly double the Sydney average at \$895 per week compared to \$520?"

Housing affordability has a profound impact on our community and the economy and is a top priority for the community and for young people in particular who call for more housing choice, and more innovative housing options, on the Northern Beaches."

The Planning Proposal is a positive step towards increasing housing supply and choice.

The CSP states: -

"Some of the biggest challenges ahead are related to the pressures of population growth, consumption patterns and climate change. The population of the Northern Beaches is projected to reach almost 300,000 by 2036. This represents an increase of 18.4% over 25 years and equates to an average annual growth rate of approximately 0.7%. This is a modest growth rate compared to the rest of Sydney, but will still need to be carefully managed."

The Planning Proposal is a positive step in providing increased housing supply, adjacent to a Local Centre which is well served by public transport. This will reduce pressure for additional housing on less favourable locations.

The identified outcomes of the CSP are grouped under the following headings: -

- protection of the environment;
- environmental sustainability;

- places for people;
- community and belongings;
- urban local economy;
- transport, infrastructure and connectivity;
- good governance; and
- partnership and participation.

The Planning Proposal is relevantly consistent with the identified outcomes in the CSP.

The Planning Proposal will facilitate lodgement of a DA which will provide more housing stock in a high quality mixed-use but predominantly residential development, in a highly accessible location, which is in accordance with the above objectives.

Affordable Housing

Council's Affordable Housing Policy states 'Council is committed to a 10% affordable rental housing target for all strategic plans and planning proposals for urban renewal or greenfield development. Higher rates of provisions will be sought where feasible (Policy Statement – paragraph a)'. In terms of the recognised need for housing affordability in the Council's Community Strategic Plan which states 'Housing affordability has a profound impact on our community...'; Council's Affordable Housing Policy is a relevant consideration for the Planning Policy.

3. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes.

Relevant SEPP's include:

- SEPP 55 – Remediation of Land;
- SEPP 65 – Design Quality of Residential Flat Development;
- SEPP (Building Sustainability Index: BASIX) 2004; and
- SEPP (Infrastructure) 2007.

No inconsistencies arise with any of the above SEPP's. Removing all vehicular access points to Pittwater Road (as proposed in the development consent) is highly consistent with SEPP (Infrastructure) 2007.

Relevant SEPPs will be further considered at the DA stage (where applicable).

4. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

Table 1, below, identifies the proposal's consistency with the applicable Ministerial Directions:

Table 1: Planning proposal's consistency with the applicable Ministerial Directions

S.9.1 Direction Title	Consistency of Planning Proposal
2.3 Heritage Conservation	<p>Consistent.</p> <p>This direction applies:</p> <p><i>"when a relevant planning authority prepares a planning proposal"</i></p> <p>The Planning Proposal will not affect the existing provisions within WLEP 2011, which facilitate the conservation of items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area.</p>
3.1 Residential zones	<p>Consistent.</p> <p>This direction applies:</p> <p><i>"when a relevant planning authority prepares a planning proposal that will affect land within:</i></p> <p><i>....</i></p> <p><i>(b) any other zone in which significant residential development is permitted or proposed to be permitted."</i></p> <p>A planning proposal must include:</p> <p><i>"...provisions that encourage the provision of housing that will:</i></p> <p><i>(a) broaden the choice of building types and locations available in the housing market, and</i></p> <p><i>(b) make more efficient use of existing infrastructure and services, and</i></p> <p><i>(c) reduce the consumption of land for housing and associated urban development on the urban fringe, and</i></p> <p><i>(d) be of good design.</i></p> <p><i>(5) A planning proposal must, in relation to land to which this direction applies:</i></p> <p><i>(a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and</i></p> <p><i>(b) not contain provisions which will reduce the permissible residential density of land."</i></p> <p>The Planning Proposal would facilitate lodgement of a DA which would provide more housing stock in a high quality mixed-use but predominantly residential development, in a highly accessible location, which is in accordance with the above requirements. The DA would be subject to</p>

S.9.1 Direction Title	Consistency of Planning Proposal
	SEPP 65 and the Apartment Design Guideline ("ADG") that accompanies the SEPP. Consistency with the ADG is demonstrated in the Urban Design Report.
3.4 Integrating Land Use and Transport	<p>Consistent.</p> <p>This direction applies:</p> <p><i>"when a relevant planning authority prepares a planning proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes."</i></p> <p>The objective of this direction is to:</p> <p><i>"ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <ul style="list-style-type: none"> <i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i> <i>(b) increasing the choice of available transport and reducing dependence on cars, and</i> <i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i> <i>(d) supporting the efficient and viable operation of public transport services, and</i> <i>(e) providing for the efficient movement of freight."</i> <p>The Planning Proposal is consistent with the above objectives in that it will increase housing provision and commercial development in a mixed use building at a location which is readily accessible by public transport, with future opportunities for nearby employment.</p>
4.1 Acid Sulfate Soils	<p>Consistent.</p> <p>This direction applies:</p> <p><i>"when a relevant planning authority prepares a planning proposal that will apply to land having a probability of containing acid sulfate soils as shown on the Acid Sulfate Soils Planning Maps."</i></p> <p>There are existing provisions within WLEP 2011 which relate to acid sulfate soils. The Planning Proposal will not affect these provisions.</p>
4.3 Flood Prone Land	<p>Consistent.</p> <p>This direction applies:</p> <p><i>"when a relevant planning authority prepares a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land."</i></p>

S.9.1 Direction Title	Consistency of Planning Proposal
	<p>Flood prone land is defined under the Floodplain Development Manual 2005 to mean:</p> <p><i>“land susceptible to flooding by the PMF event. Flood prone land is synonymous with flood liable land.”</i></p> <p>According to the Narrabeen Lagoon Flood Study 2013 and as predicted, the site is affected by the 1 in 100-year flood event. The 100-year flood level for the part of the site adjacent to Pittwater Road is predicted to be RL 3.1m AHD, the Flood Planning Level (absolute minimum floor level) for new habitable rooms is 3.6m AHD and the Probable Maximum Flood (PMF) level is predicted to be 5.0m AHD.</p> <p>The site is subject to the flood-related development controls in Clause 6.3 of WLEP 2011 and Section E11 of WDCP 2011.</p> <p>A flood risk assessment report is provided. It demonstrates that the Concept Plan is compatible with the flood characteristic of the western most part of the site.</p>
5.10 Implementation of Regional Plans	<p>Consistent.</p> <p>The proposal does not include provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority.</p>
6.3 Site Specific Provisions	N/A - This direction applies when a relevant planning authority prepares a planning proposal that will allow a particular development to be carried out.
7.1 Implementation of A Plan for Growing Sydney	Yes. As addressed above.

7.3 Section C – Environmental, Social and Economic Impact

1. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No.

2. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

No. The studies which have been carried out to inform the concept development in the Urban Design Report (i.e. heritage, flooding, traffic and economic) all indicate an absence of significant impacts. All impacts are capable of being managed through the development process.

3. Has the planning proposal adequately addressed any social and economic effects?

Yes. The social and economic effects will be positive in that:

- the medical centre services presently provided on the site will be able to be relocated in an improved form to the benefit of the local community and health care professionals;
- the site will be able to continue to be used, in part, for the purpose of commercial premises with the employment benefits that creates;
- the amount of housing stock and choice will be increased on a site which is close to services and facilities, recreational facilities, employment opportunities and public transport;
- the site will be developed to the economically, efficiently and effectively; and
- the economy of the Northern-Beaches LGA will be strengthened and enhanced.

7.4 Section D – State and Commonwealth Interests

1. Is there adequate public infrastructure for the planning proposal?

Yes. The site is highly urbanised and is located on Pittwater Road. It is located opposite the Narrabeen Commuter Car Park and the northbound B-Line bus stop. It is around 50m south of the southbound B-Line bus stop.

Bus services are available from Narrabeen direct to Wynyard, Frenchs Forest, Chatswood and North Sydney.

The site is well-served by all utilities, essential services and networking, including the NBN FTTC network deployed in 2018.

Investment in improved public infrastructure for the Northern Beaches includes the new Northern Beaches hospital at Frenchs Forest.

2. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

At this stage, the appropriate State and Commonwealth public authorities have not been identified and/or consulted, and the Gateway Determination has yet to be issued by the Minister for Planning and Places (or his delegate). Given the local nature of the Planning Proposal, it is intended that Northern Beaches Council will seek the delegation for making this plan.

Consultation with the following Government authorities, agencies and other stakeholders in regard to this Planning Proposal is likely to include:

- NSW Department of Planning and Industry;
- Roads and Maritime Services (RMS);

- Transport for NSW.

Confirmation of the above list will be sought through the Minister's Gateway Determination.

8. PART 4 – MAPPING

The Planning Proposal is supported by a set of illustrative figures, which follow Part 7. The figures outline the land to which the Planning Proposal applies and also the current relevant maps from WLEP 2011 and WDCP 2011.

The Planning Proposal will alter the existing Height of Buildings Map. An amended WLEP 2011 map for Height of Buildings shows the proposed extent of the new 11.0m height limit which is sought as part of this Planning Proposal and is separately attached.

An amended “Additional Permitted Uses Map” identifying the site as Area 24 will map the subject site in its entirety.

9. PART 5 – COMMUNITY CONSULTATION

Preliminary Community consultation on the Planning Proposal has been undertaken by Council prior to a determination to proceed at Gateway. The details of this consultation and a review of submissions and issues is reported to Council and is separately attached.

Formal Community consultation on the Planning Proposal will be undertaken by Council subject to receiving a determination to proceed at Gateway. Community consultation will not be commenced prior to obtaining approval from the Minister or Director-General.

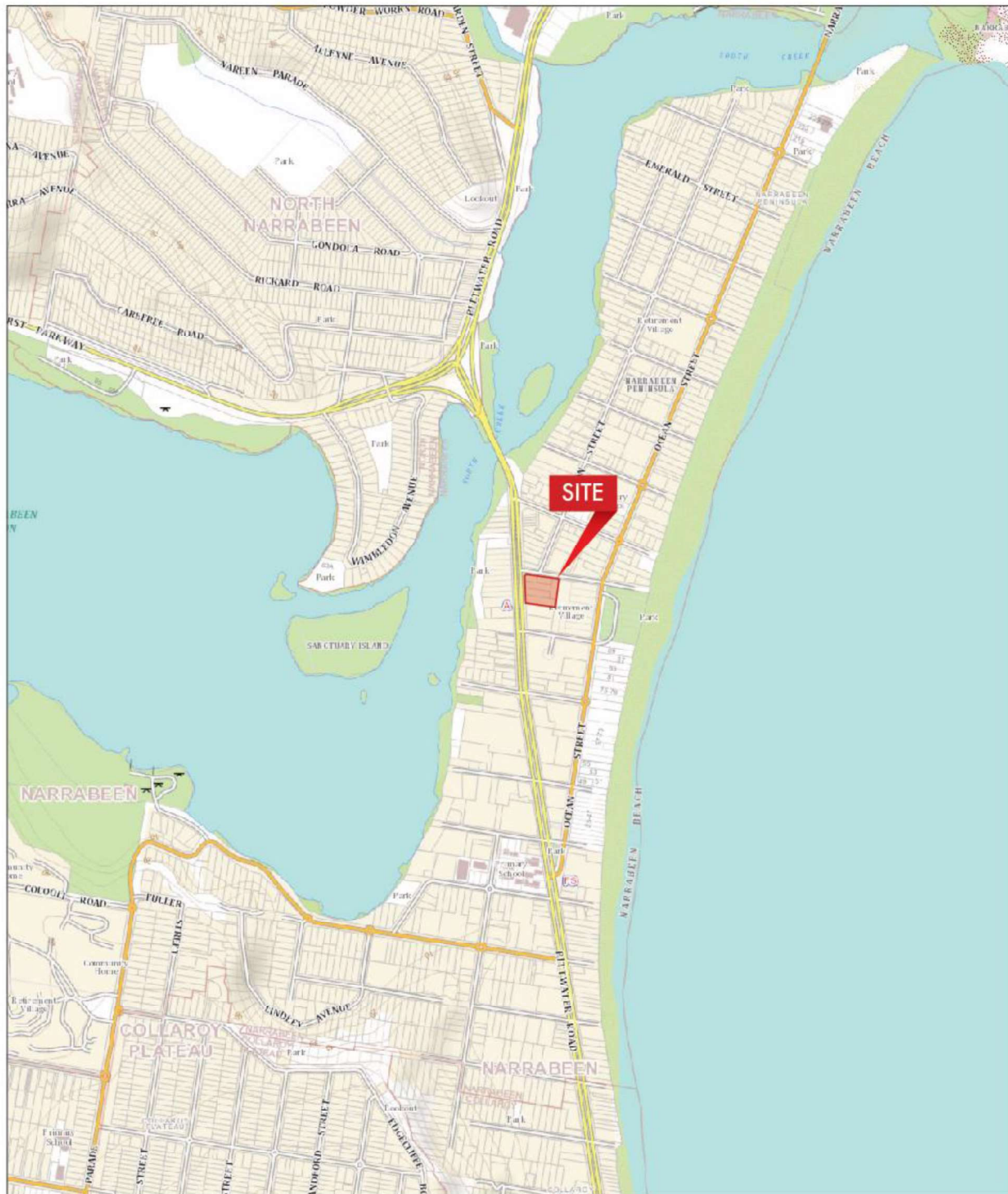
Council's consultation methodology may include:

- forwarding a copy of the Planning Proposal, the Gateway Determination and any relevant supporting studies or additional information to any State and Commonwealth Public Authorities identified in the Gateway Determination;
- undertaking consultation in accordance with requirements of a Ministerial Direction under Section 9.1 of the EP&A Act and/or consultation that is required because, in the opinion of the Minister (or delegate), a State or Commonwealth public authority will be or may be adversely affected by the proposed LEP;
- giving notice of the public exhibition in the local newspaper;
- exhibiting the Planning Proposal in accordance with the Gateway Determination;
- exhibiting the Planning Proposal and all supporting documentation at Council's Administration Centre and all Libraries;
- notifying the Planning Proposal on Council's website;
- notifying adjoining land owners; and
- any other consultation methods deemed appropriate for the Planning Proposal.

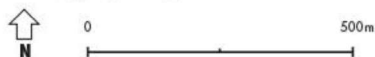
10. PART 6 – PROJECT TIMELINE

The following table provides a proposed timeline for the finalisation of the Planning Proposal and the making of the amendment to WLEP 2011.

PP Actions	Dec 18	Jan 19	Feb 19	Mar 19	Apr 19	May 19	Jun 19	Jul 19	Aug 19	Sep 19	Oct 19	Nov 19	Dec 19
Submit PP to Council													
Council consider PP and report to Council for consideration													
Submit PP to Department for Gateway Determination													
Gateway determination made by the Department													
Report Gateway determination to Council (if required)													
Consult relevant public authorities and publicly exhibit PP and any necessary DCP amendments													
Receive and evaluate submissions and revise PP (as required)													
Report final PP to Council													
Submit revised PP to Department or Parliamentary Counsel (PC)													
Finalise LEP amendment with PC													
Notification of LEP Amendment													



Source: <http://maps.six.nsw.gov.au>



PLANNING PROPOSAL
No's 1294-1300 Pittwater Road and No's 2-4 Albert Street, Narrabeen

FIGURE 1
Location

Prepared For - Highgate Management Pty Ltd





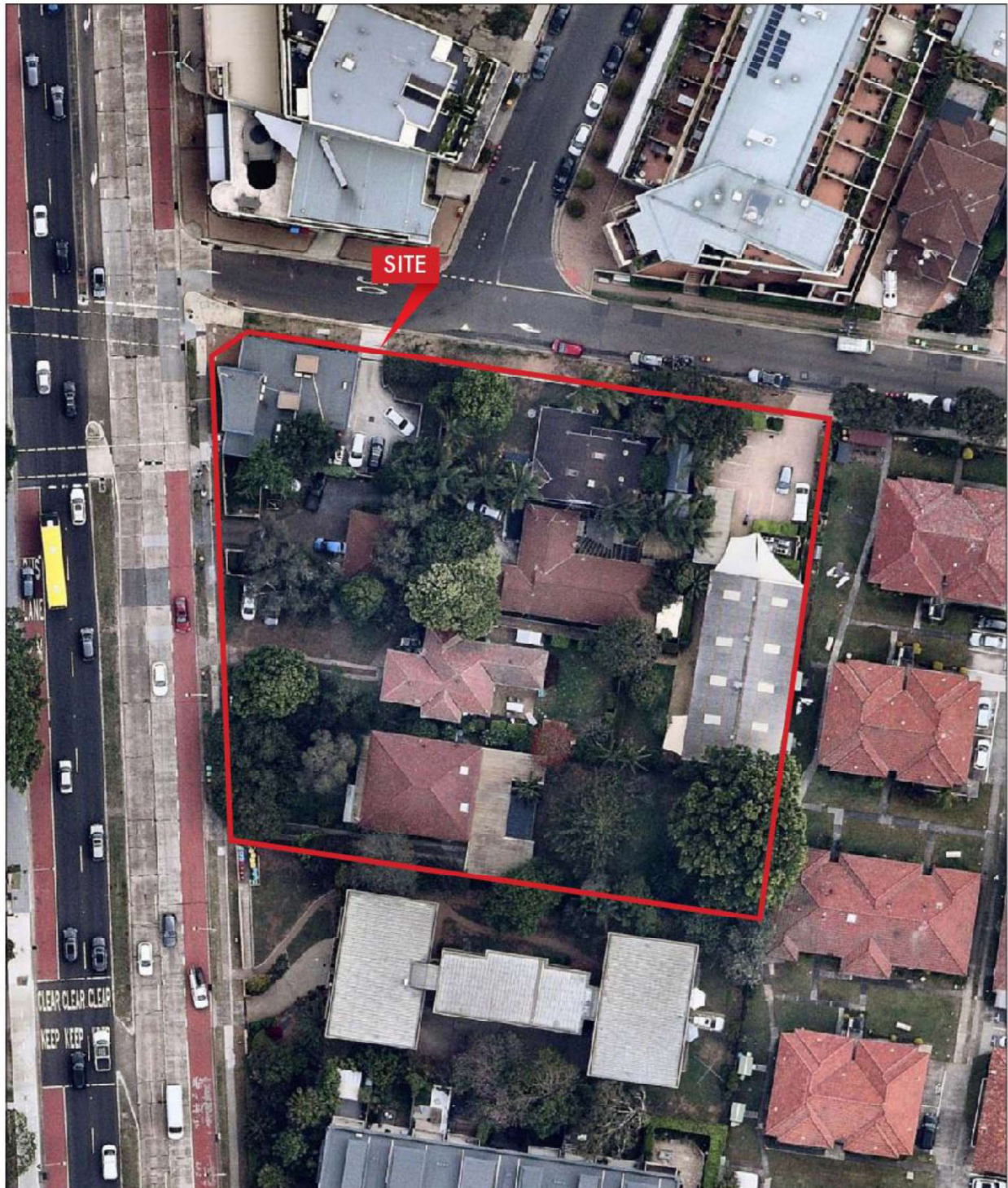
Source: <http://maps.six.nsw.gov.au>

PLANNING PROPOSAL
No's 1294-1300 Pittwater Road and No's 2-4 Albert Street, Narrabeen

FIGURE 2
Site

Prepared For: Highgate Management Pty Ltd





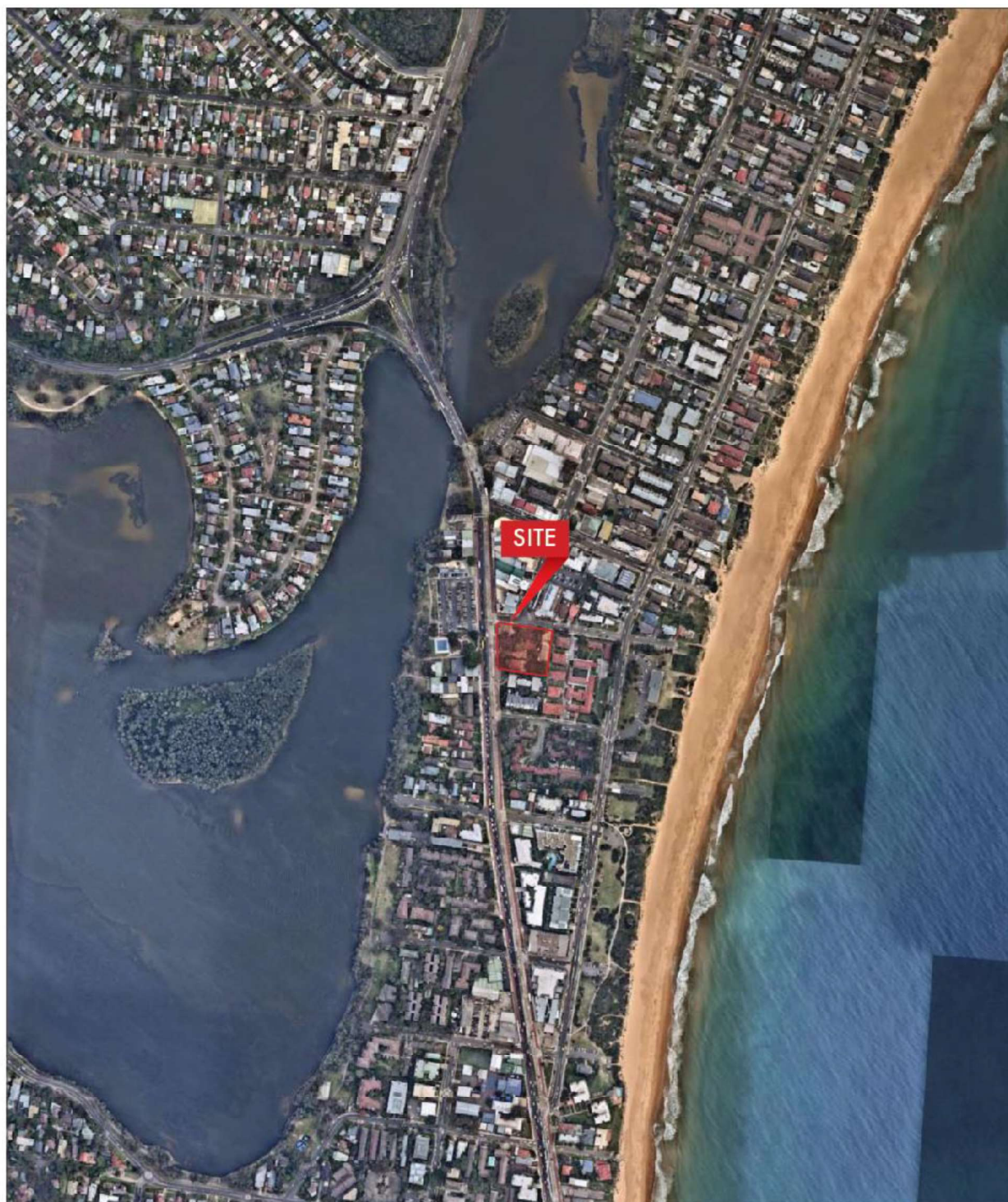
Source: NearMap 2 Nov 2018

PLANNING PROPOSAL
No's 1294-1300 Pittwater Road and No's 2-4 Albert Street, Narrabeen

FIGURE 3A
Aerial Photo - Detail

Prepared For - Highgate Management Pty Ltd





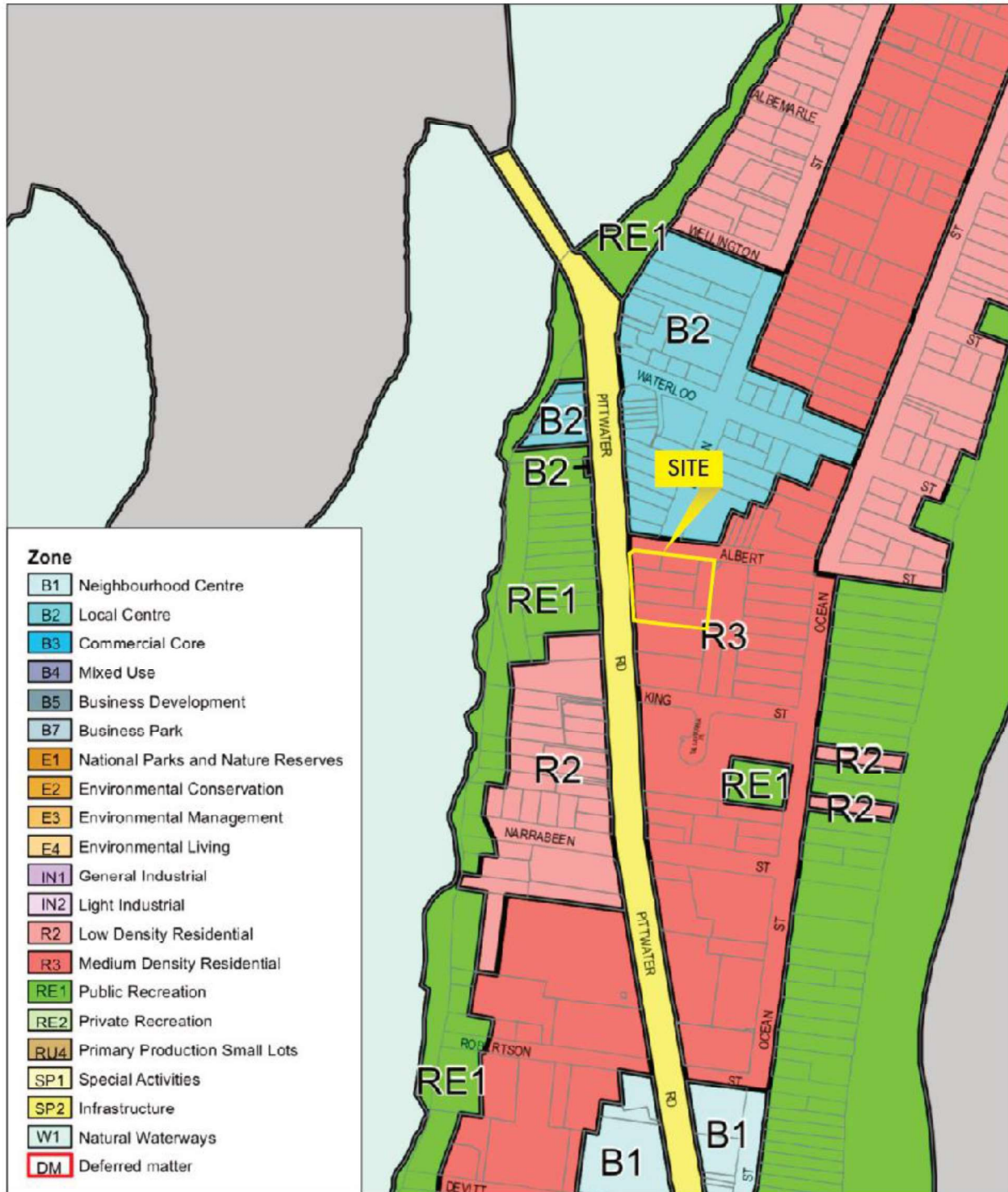
Source: NearMap 2 Nov 2018

PLANNING PROPOSAL
No's 1294-1300 Pittwater Road and No's 2-4 Albert Street, Narrabeen

FIGURE 3B
Aerial Photo - Wider Area

Prepared For - Highgate Management Pty Ltd



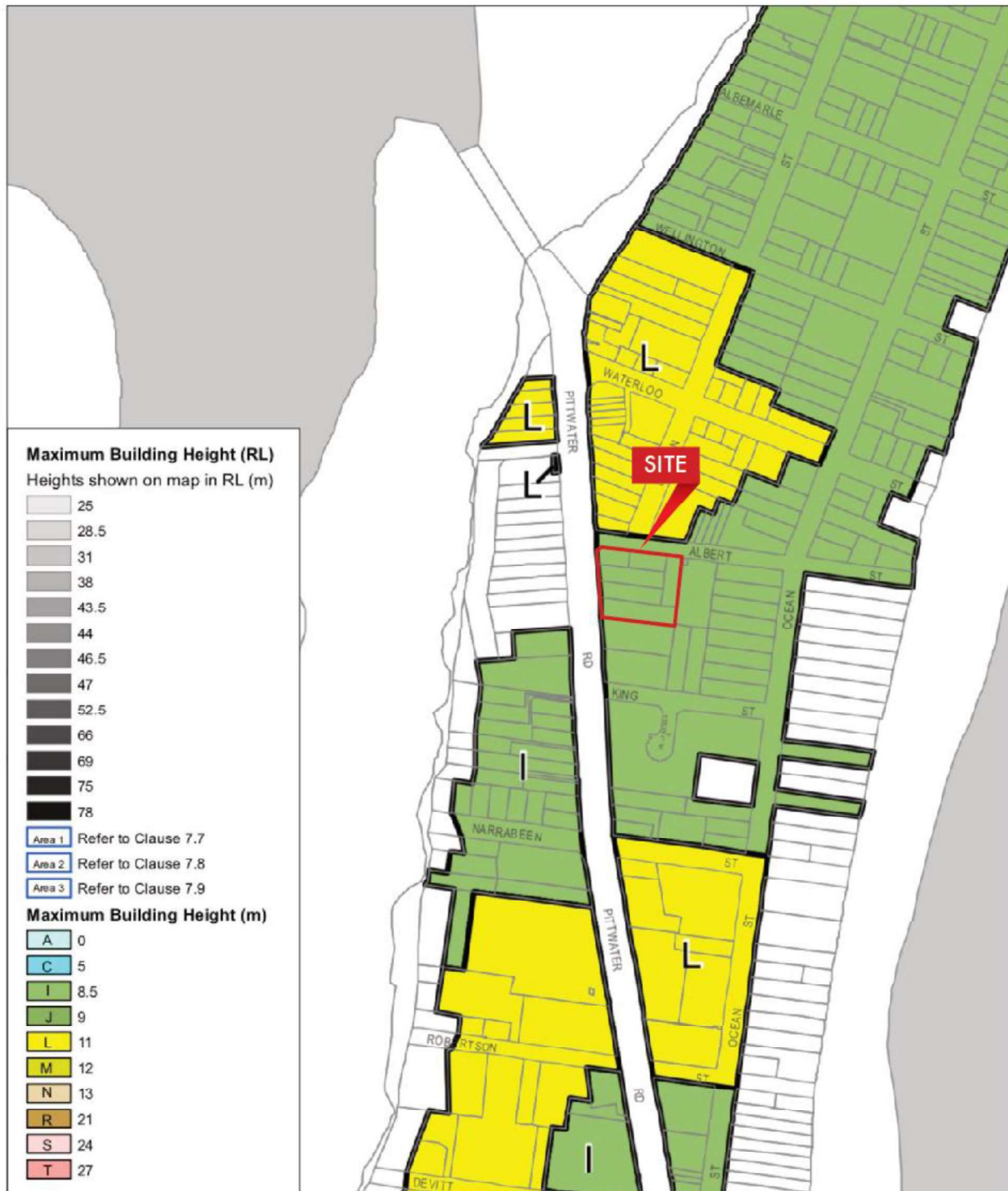


PLANNING PROPOSAL
No's 1294-1300 Pittwater Road and No's 2-4 Albert Street, Narrabeen

FIGURE 4A
Zoning Map - Warringah LEP 2011

Prepared For - Highgate Management Pty Ltd



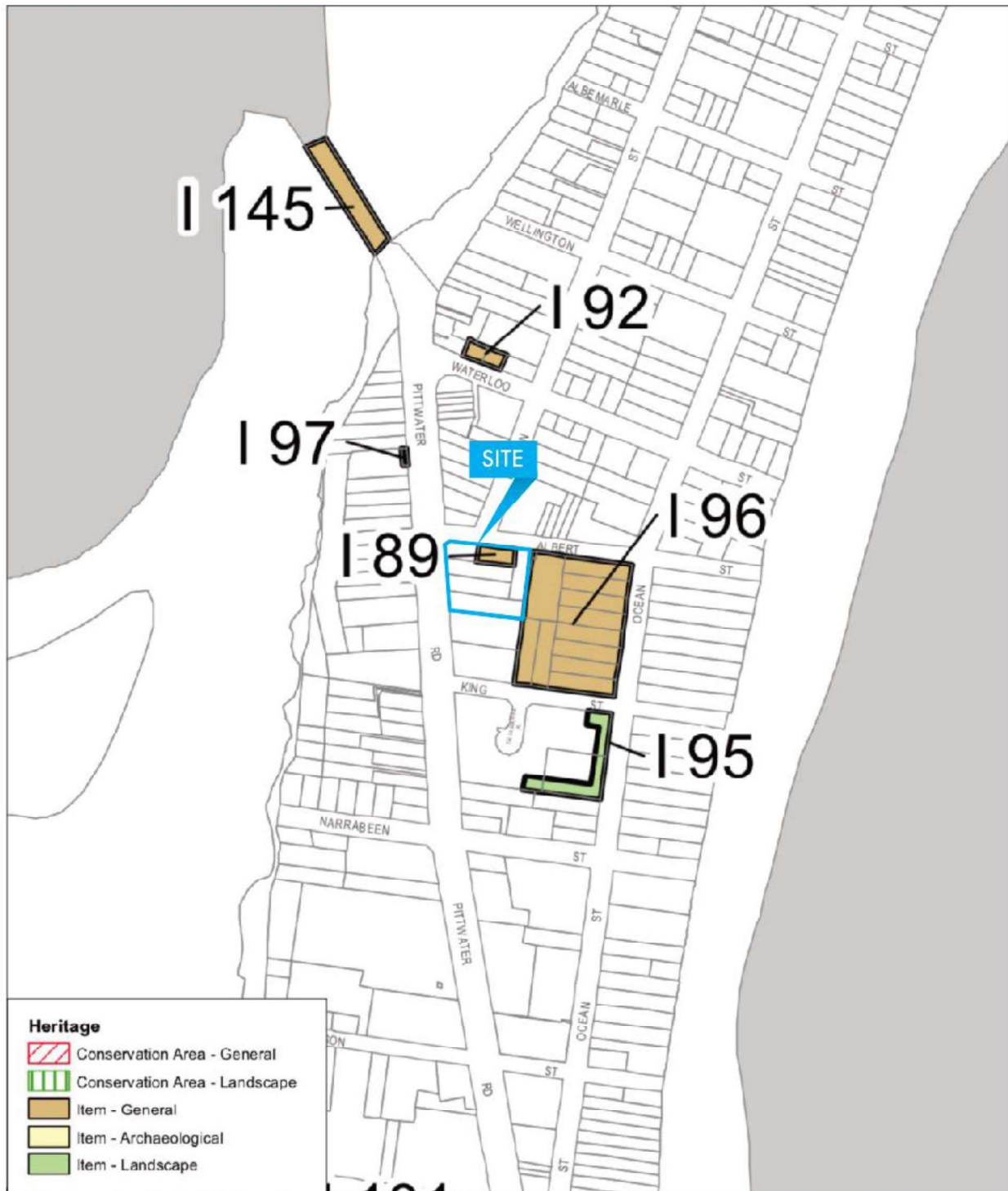


PLANNING PROPOSAL
No's 1294-1300 Pittwater Road and No's 2-4 Albert Street, Narrabeen

FIGURE 4B
Height of Buildings Map - Warringah LEP 2011

Prepared For - Highgate Management Pty Ltd



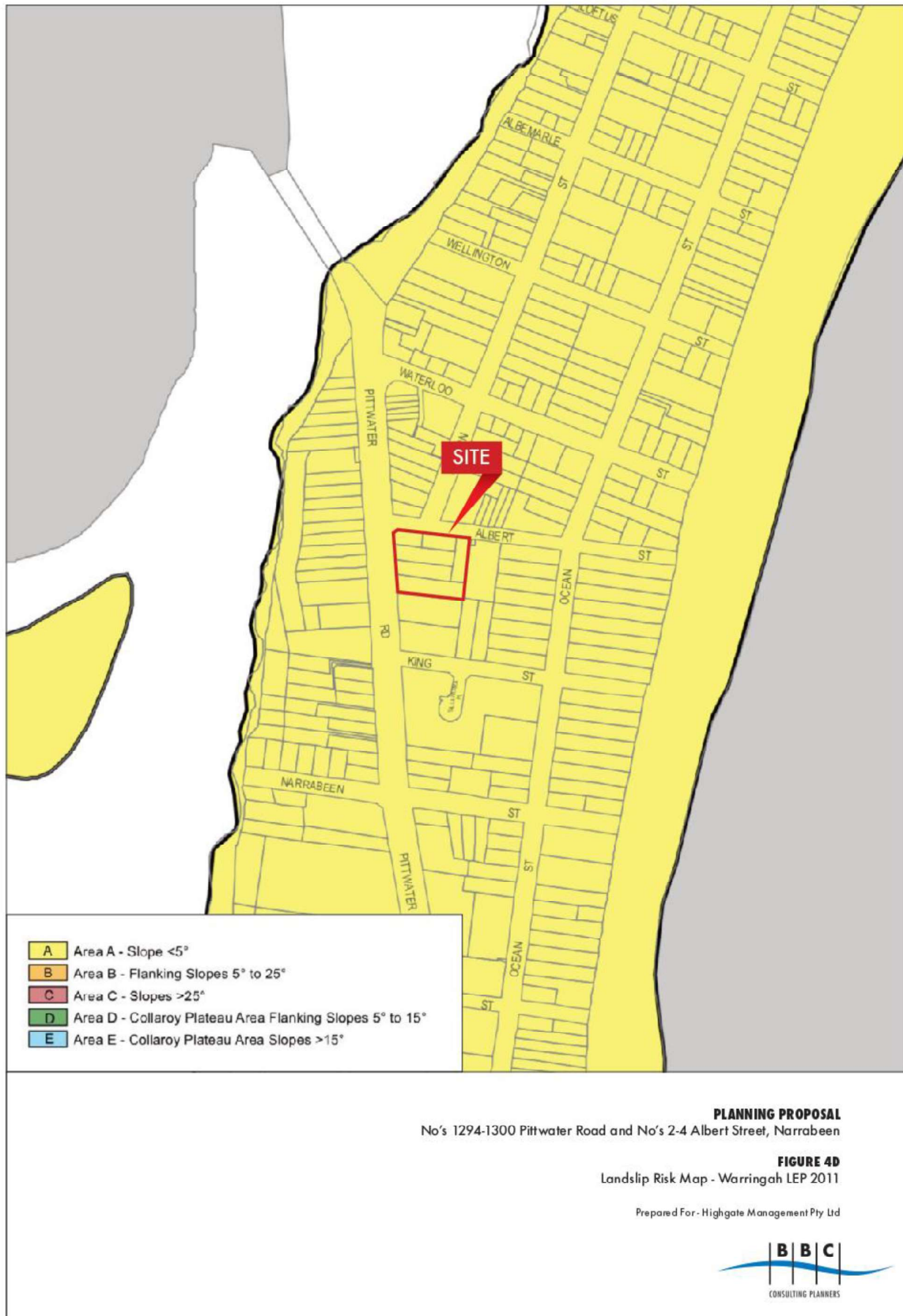


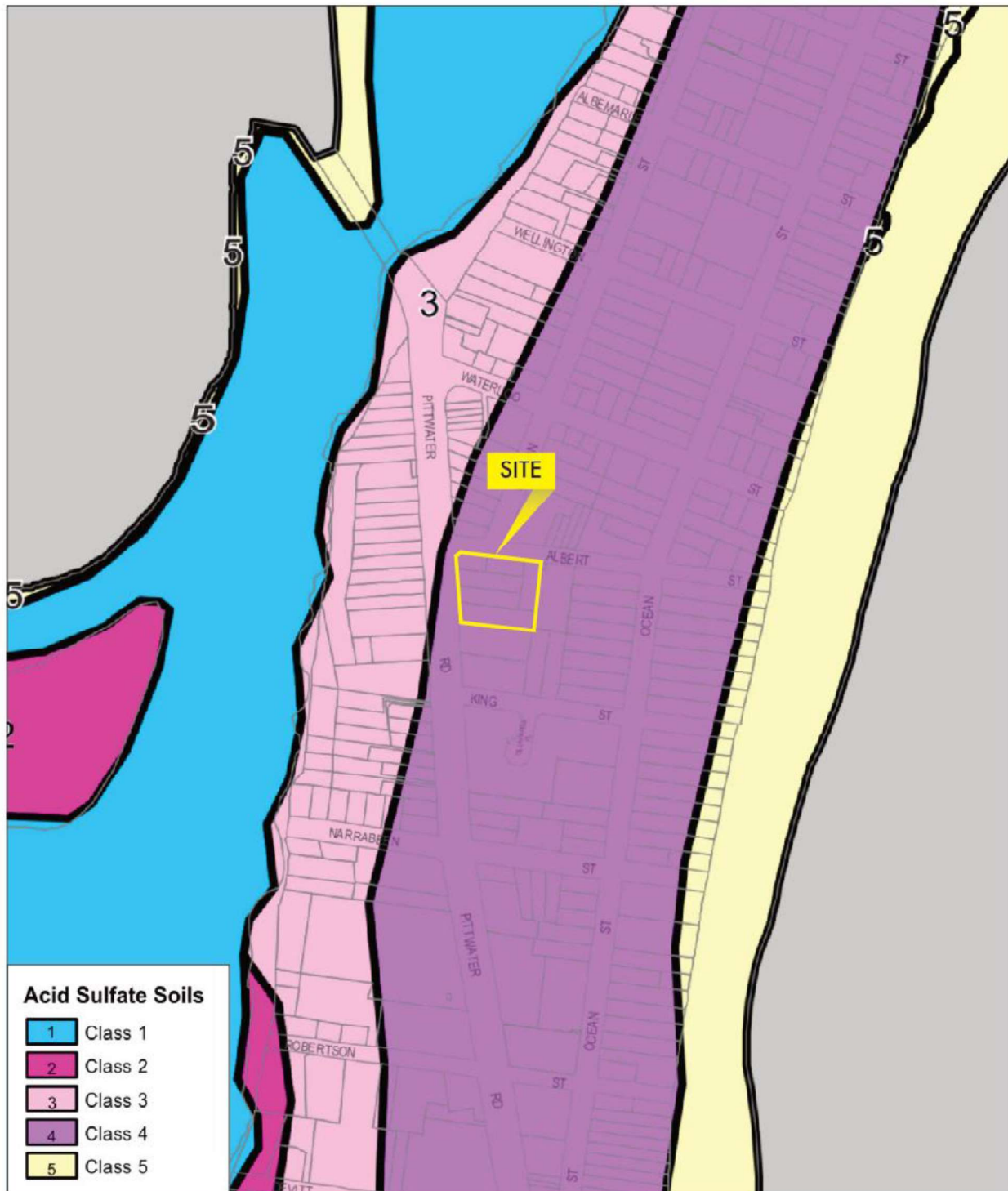
PLANNING PROPOSAL
No's 1294-1300 Pittwater Road and No's 2-4 Albert Street, Narrabeen

FIGURE 4C
Heritage Map - Warringah LEP 2011

Prepared For - Highgate Management Pty Ltd





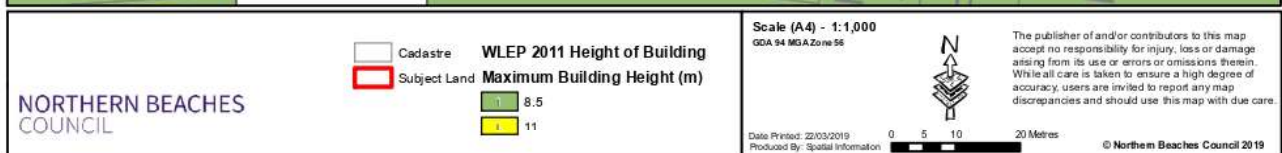
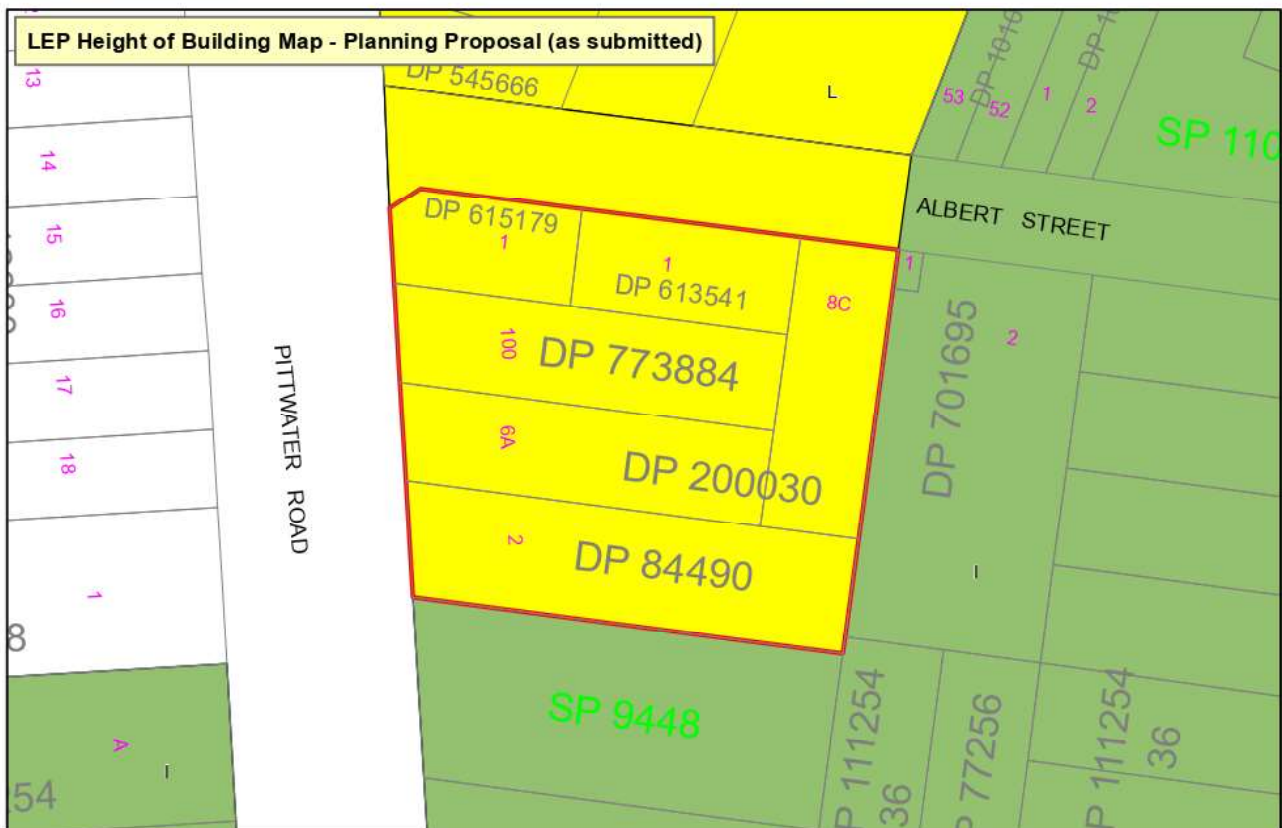
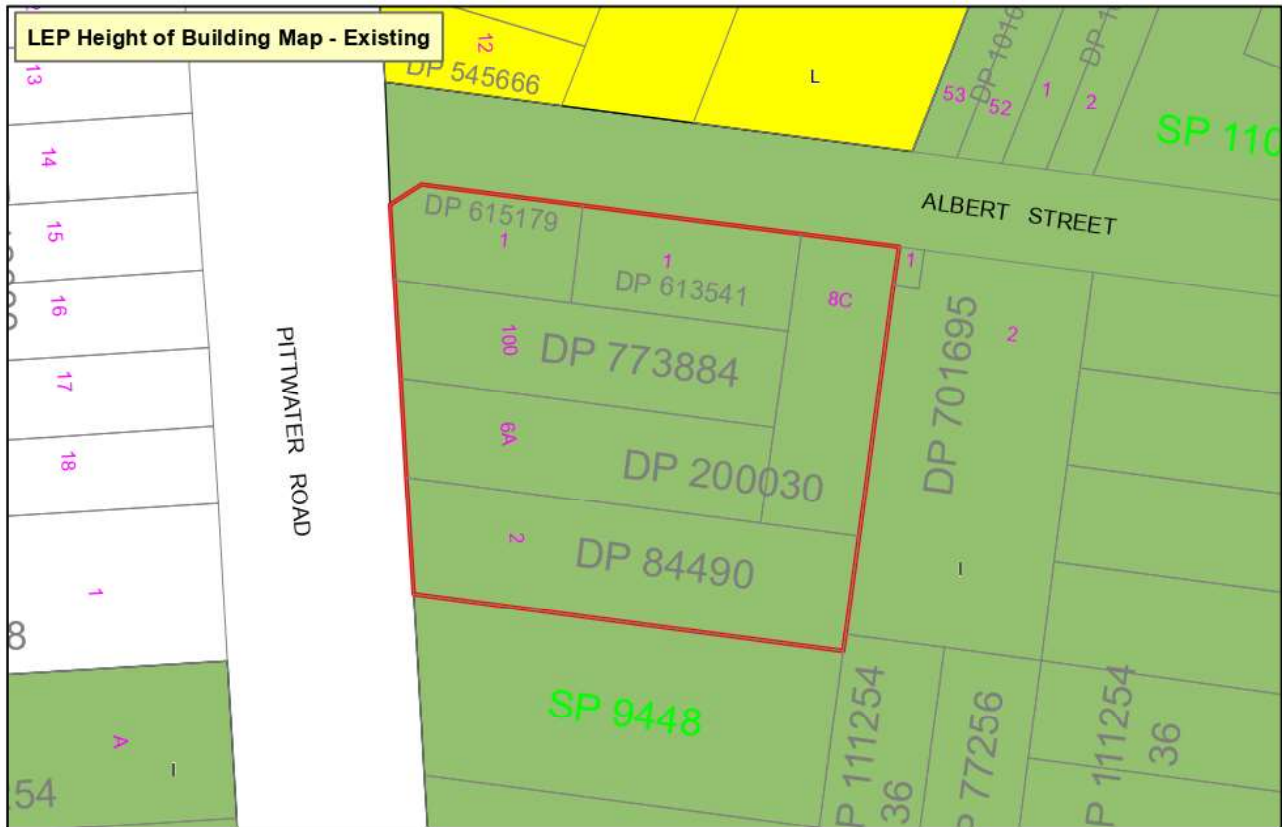


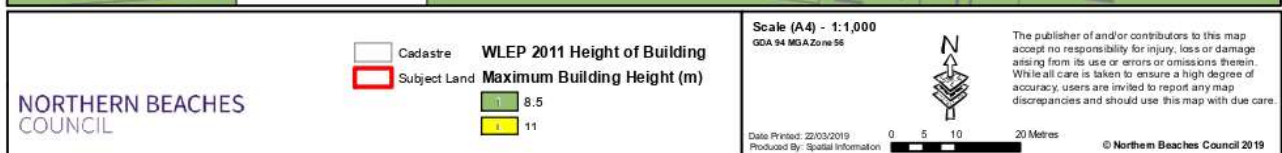
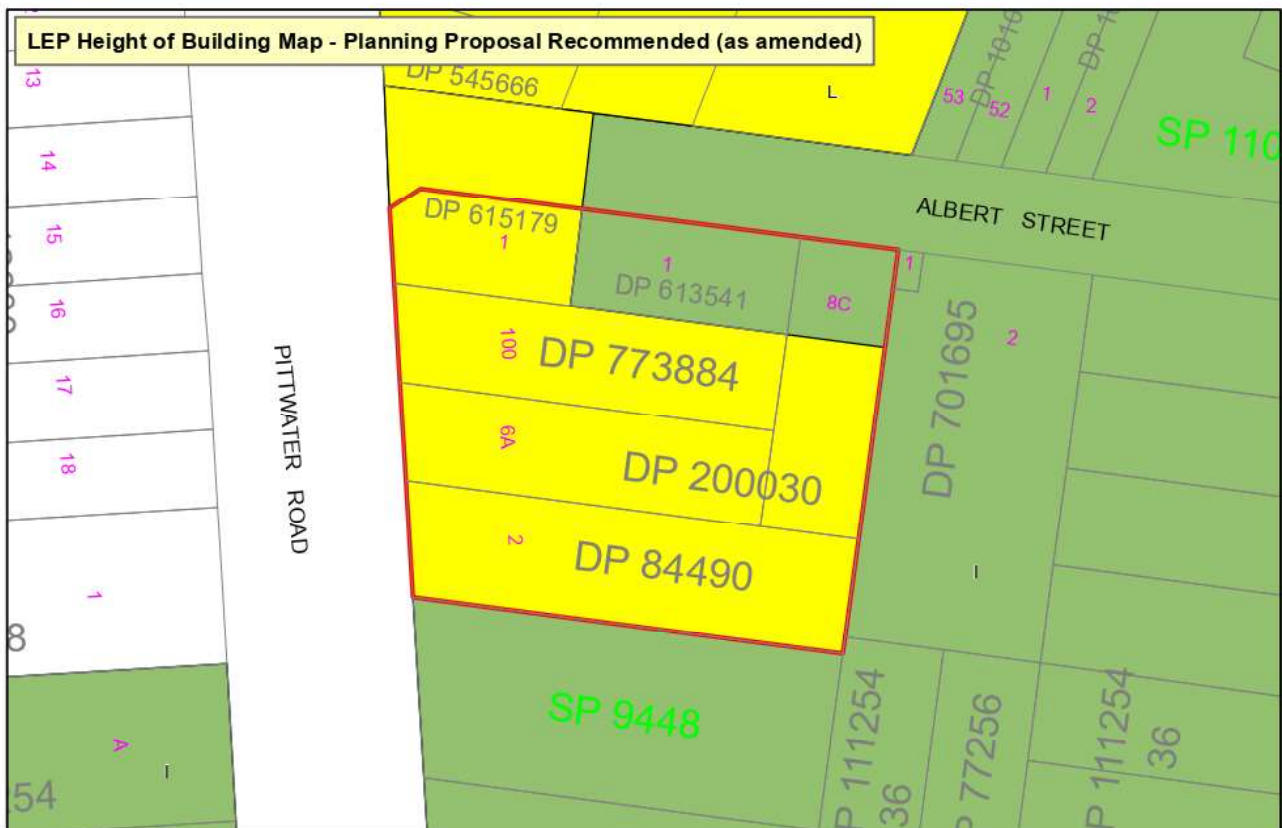
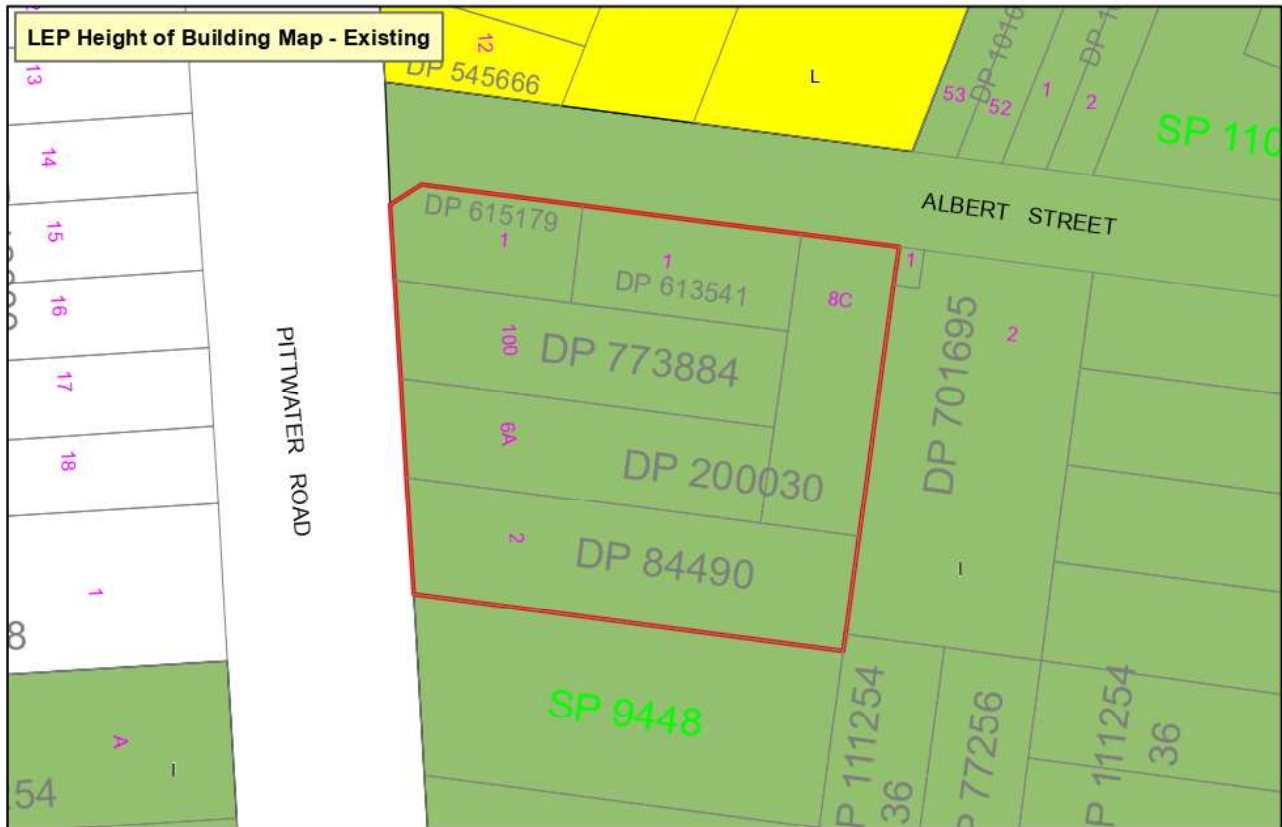
PLANNING PROPOSAL
No's 1294-1300 Pittwater Road and No's 2-4 Albert Street, Narrabeen

FIGURE 4E
Acid Sulfate Soils Map - Warringah LEP 2011

Prepared For - Highgate Management Pty Ltd







Resident Submissions and Comments (TRIM 2019/167647)

Ref.	Key Word/ Summary	Submission Details	Comment
166721	Height; Out of Character	Building policies exist to limit the size of the developments, so why should the council permit a development to exceed the height restriction by 2.5m? Answer, it should not! The area is predominantly a residential area and with such a development would be out of character for the area.	See Report 'Assessment of Planning Proposal – Height of Building. The character of the area contains a mix of residential and non-residential building heights.
132266	Height, scale and amenity; Density; Precedence	This is an existing low scale residential neighbourhood. 8.5 is adequate for this area 11m is out of scale destroying the amenity of the existing neighbourhood, potential increase of density here is not warranted and is a dangerous precedent. I object to this proposal.	See Report 'Assessment of Planning Proposal – Height of Building. The proposed scale of development is generally consistent with the existing neighbourhood.
132248	Height	No to the height increase!	See Report 'Assessment of Planning Proposal – Height of Building.
132260	Height	I would be strongly against increasing height to 11metres. The 8.5 was put in place for a reason & therefore would be reluctant to change it. It could produce a flow in effect that is not needed in Narrabeen	See Report 'Assessment of Planning Proposal – Height of Building. The proposed site is a particular location adjoining the town centre.
157702 & 155845	Parking congestion; process; precedence	<p>Having just been informed of this proposal my first request is an extension of the exhibition time and a wider consultation with neighbours to a wider catchment area from the bridge to the Ocean St/Pittwater Rd junction and also on the northern side of Pittwater Rd from the bridge to Mactier St.</p> <p>I represent the 250 members of the Manly Warringah Kayak Club located behind the Narrabeen ambulance station and adjacent to the rear of the Tramshed facing the lake.</p> <p>We have been in operation since 1983 and 95% of our members reside within NBC and participate in MWKC and Surf Life Saving clubs locally.</p> <p>The main concern is with regard to parking.</p> <p>The recent upgrade of the Berry Reserve car park and re-purpose to park and ride plus the redevelopment of the playground, Tramshed, restaurant and lake pathway has increased the demand for parking in the Narrabeen precinct to the point beyond capacity. Each weekend and weekday sees the Berry Reserve Car Park within the Narrabeen shops precinct full to capacity. The allocation of the 43 slots to Park and Ride by Transport NSW are full Mon-Fri and usually mostly empty on weekends.</p> <p>This new development will exacerbate the on street and car park parking issues in the Berry Reserve Car Park, Pittwater Rd and adjacent streets including Ocean St. The car ownership in the NBC area is approx. 2.7 car per dwelling according to ABS data is the highest in Sydney.</p>	<p>Submitter notified of further opportunities to comment should the proposal be progressed.</p> <p>Broad issues of parking associated with the Narrabeen Town Centre and the operation of the Manly Warringah Kayak Club discussed generally with the submitter. The proposed provision of onsite parking to accommodate traffic generated by the proposed development was noted. Opportunities for housing in close proximity to services and facilities including public transport also noted and an opportunity to minimise traffic and parking demands</p>

		<p>This is due to poor transport options and a higher income profile.</p> <p>The development will not have a requirement for 2.7 cars per residence/commercial unit so there will be spill over to the Berry Reserve Car Park and the roadside car parking on Pittwater Rd and adjacent streets.</p> <p>Our usage of parking by members/NBC residents can be around 40-50 cars on a regular Saturday/Sunday morning as we conduct coaching, training squads, races every weekend of the year. Unloading and loading of craft and families, Monday to Friday club members join squad training and juniors coaching sessions morning and afternoon. The club boasts 15 Olympians since formed in 1983 plus we regularly compete at State/National and International events in Sprint, Marathon, Surf Life Saving, Ocean and Harbour racing etc.</p> <p>The new playground is extremely popular since completed with Mums and children attending 7 days a week. The basketball court and gym equipment has also been successful with high usage now. The Narrabeen walkway attracts walkers and cyclists and picnicking families at unprecedented levels. The new Tramshed Restaurant also attracts patrons 7 days and nights a week. Add to that the local shops and you can see there is much pressure on parking in the Narrabeen precinct.</p> <p>If the plan does not contain a realistic solution to parking then we don't support it. 250 members don't support it.</p> <p>Photos of the Berry Reserve Car Park over numerous recent days are available on request.</p> <p>Solutions could include onsite parking that greatly exceeds the LEP requirements. Upgrading of the Berry Reserve car park to a multi deck parking or inclusion of an underground open car park in any development on this site.</p> <p>Also there should be additional Section 94 funds required to address this issue so the NBC rate payers are not burdened with the costs.</p> <p>Further Submission: A viewing of the traffic and parking plan for this development shows only 86 parking spaces allocated for 60 units. Total parking is 138 spaces. This is insufficient. The demands for on-street parking in the Albert St, Ocean St and Pittwater Rd areas means there are no places for visitors and additional residential parking on these streets. This is exacerbated by the clearways on Pittwater Rd. We would contend the total parking would need to grow to 200 and the residential spaces to 160. The spill over of parking from the development is most likely to fall into the Berry Reserve Car Park which is already packed daily Mon-Fri and packed on weekends (except for the park and ride on weekends as people avoid the parking charges and the number of commuters drop). Also a nil allocation for the cafe is silly thinking. Even the staff need</p>	
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		somewhere to park.	
136648	Height; loss of character; precedence	The maximum building height is there for a reason, to preserve the character of the suburb. By going to the extra height, that translates to an extra floor on the proposed building structure. Narrabeen doesn't need tall buildings. It also sets a precedent and opens the door for future building height amendments. The limits for heights are there, abide by the rules.	See Report 'Assessment of Planning Proposal – Height of Building. The character of the area contains a mix of residential and non-residential building heights.
162129	Traffic and Parking	I oppose this development in its entirety. There is already too much traffic on Pittwater Road in the mornings and afternoons. Parking is an absolute nightmare across the road, it's always full	Onsite parking is to provide for traffic generated by the proposed development.
138124	Height; traffic impact	I'm concerned that the proposed heights of the buildings are too tall, not in keeping with the current low rise area and will have an environmental and social impact. Also that this will open up the option of more high rise in this area that are not sustainable. Impacts on traffic also needs to be considered.	See Report 'Assessment of Planning Proposal – Height of Building.
132251	Support	I am in support of this submission.	Noted
162129	Detailed design pending future DA stage, compliance with aspects of the Master Plan sought	<p>The owners note that the two RFBs proposed on the southernmost lot, designated as 'B' and 'C' on page 38 of the GMU Report, are at this stage proposed to have three levels of residential units with the fourth level being attic storage.</p> <p>The owners note further the efforts made by the proponent to set back the bulk of the RFBs 6.5m from the boundary between the southernmost lot and 1290-1292, and for the fourth level to be set back a further 3m so as to reduce overshadowing and the bulk and scale of the development.</p> <p>However, it is acknowledged that the fine details of the proposed RFBs will not be known until the DA stage in relation to these properties, and that the GMU Report shows an indicative masterplan only that may be subject to change.</p> <p>As such, this joint submission made on behalf of the five owners does not object to the proposal, noting that three-level RFBs would already be able to be approved on the lots the subject of the proposal with the current 8.5m height of building control. The owners will not experience any amenity impact through the adding of the proposed additional uses to the lots, particularly given that a number of owners are patients of Dr Bernard's medical centre on Albert St (or have family or friends who are) and do not oppose the expansion of that practice.</p> <p>The owners wish it known at this stage that the express statement not opposing the proposal contained in this submission above is made after careful consideration of the indicative masterplan in the GMU Report. The proponent is to be encouraged to adhere to this masterplan as closely as possible in subsequent development stages so as to allow for sufficient landscaping along the southern boundary of the lots and to ensure that the private open spaces for the units in RFBs 'B' and 'C' will have oblique viewing angles into the private open spaces of 1290-1292 minimised, if not</p>	<p>Certain site specific development guidelines and controls are proposed to accompany the Planning Proposal as detailed in the Report. These DCP controls will guide the preparation, assessment and determination of future development.</p> <p>In relation to the need for sufficient landscaping along the southern boundary of the lots and to ensure that the private open spaces for the units proposed DCP controls are to include deep soil planting to accommodate appropriate planting for screening purposes</p> <p>Similarly, concerns regard fourth level attic storage space being converted to a fourth level of residential units at the DA stage as also addressed in proposed DCP controls.</p> <p>Whilst environmental sustainable initiatives are supported and may be accommodated under the applicants indicative redevelopment plans, further consideration of detailed construction and operation measures are outside of the scope of this proposal.</p>

		<p>eliminated, through screening measures. Again, the owners concede that these submissions ought properly be made at the DA stage, but wish to have these concerns noted from the outset.</p> <p>The owners have considered the possibility of the fourth level attic storage space being converted to a fourth level of residential units at the DA stage, and trust that the proponent will adhere to the indicative masterplan in the GMU Report (specifically in the form detailed at pp. 36-38).</p> <p>The owners also encourage the proponent to consider progressing this development as a lighthouse of ecologically sustainable RFB construction and operation, with the adoption of construction measures detailed in such standards as 'Passivhaus' and the 'Living Building Challenge', and with emission offsetting measures such as solar panels on all roof areas and batteries provided to the commercial and residential properties as a minimum.</p> <p>Finally, the Owners Corporation as a whole asks to be engaged in this process as it progresses, as there are measures that could be taken immediately upon approval of the proposal (such as the commencement of planting along the southern boundary of the lots and the timing of the construction of the new boundary fence) that the Owners Corporation would like to coordinate directly with the proponent.</p> <p>The owners endorsing this submission thank Council for the opportunity to comment on this proposal.</p>	
132241	Height	<p>I have confidence that the council went through a lot of submissions/rezoning before deciding on a maximum development height of 8.5m. Apart from increasing the return to the developer this proposal to increase the height limits by almost 30% will lead to increasing demand for further higher buildings. If the council does not wish to stick with the height limits why set them and have a development plan?</p>	<p>See Report 'Assessment of Planning Proposal – Height of Building.</p>
136562	Traffic and Parking	<p>The proposal to add 2 Albert st and the construction outlined in it does include a traffic management plan. However, there are flaws in it that can be misleading. Pittwater Road does not allow parking south of Waterloo st heading towards Manly as stated. It is a clearway at all times for a large section that goes beyond the shopping strip. The North side only allows parking at the times specified. The commuter parking on that North side has restricted the amount of parking for local shoppers and the Woolworths carpark is already frequently congested. I disagree with the statement that the 60 planned residences will not have an impact on traffic in surrounding streets. Albert St is one way at the Pittwater Rd end which means traffic must flow onto Lagoon St. It is already very difficult to make a right hand turn there. Alternatively, traffic can go in the short street parallel to Pittwater Road but that leads on to Waterloo St. Traffic there is already backed up to beyond the first roundabout at times so it is logical that the apartments will add to that. The Traffic Management survey uses data from 2015. Since</p>	<p>Details of existing parking controls in streets including clearway provisions are noted. Similarly the one way restrictions and levels of congestion are noted.</p> <p>Should the proposal be progressed the Traffic Assessment as reported will be further discussed with the applicant in the light of this submission. In particular the need to update 2015 traffic data will be reviewed by Council's Traffic Engineer and any revised assessment will be reported in future public exhibitions that are committed should the project progress to that stage.</p>

		then many apartments have been built along Pittwater Rd, Narrabeen so I fear the data is not showing an accurate picture. For these reasons I am not in favour of the proposal.	
138131	Density, Parking congestion, Flooding Risk	As a nearby resident I am deeply concerned with the impact this increase in housing density would have on the area. Parking in this area is already very difficult and this proposed development does not adequately supply parking for the housing element let alone the commercial component. Given in the flooding risk I would be concerned if parking was below sea level. I strongly oppose the development proposed in its current form.	Onsite parking is to provide for traffic generated by the proposed development.
138137	Parking & Density	I disagree with this development proposal. Needs more parking and less units.	Onsite parking is to provide for traffic generated by the proposed development.
138124	Height impacts (amenity – solar access, privacy & view; Traffic congestion and safety	<p>I am concerned about the height of the proposed building. I am concerned about the proposed building creating/casting shadow over my unit which already faces south. The proposed height of the new units would also allow the people in the higher units access to look down into my courtyard therefore greatly restricting my privacy. I am also concerned about the amount of extra traffic which would enter and exit through Albert Street. The street is only 3 lanes wide and has cars parked on both sides of the street which allows for only one lane of moving traffic at any one time. During summer the area has a greater vehicle movement due to its vicinity to the beach. On a regular basis there are also Sydney buses which either park or idle for some time outside the seashells property in Albert Street in a no standing zone. This extra traffic and the Sydney buses would create so much extra traffic in Albert Street due to the fact there is no access to Pittwater Road. There are also many residents of Furlough House who use walking aides or wheelchairs. The greater amount of traffic coming from the proposed development would/could create a danger for the residents.</p> <p>I understand that this development will be going ahead, but I personally would like it to be possible one storey shorter in height particularly in Albert Street.</p>	<p>See Report 'Assessment of Planning Proposal – Height of Building.</p> <p>Onsite parking is to provide for traffic generated by the proposed development.</p>
165888	Height impacts (amenity – solar access, privacy & view; consistent policy)	<p>After careful review and consideration of the Planning Proposal, we support amending the WLEP 2011 amendment to make the following land uses permissible on part of the site: a “medical centre”; “commercial premises”; and “shop top housing”. However, we oppose the proposed amendments to WLEP 2011 to change the maximum height standard that applies to the whole of the site from 8.5m to 11m. This change would considerably impact our unit and potentially devalue the financial value of the overall building complex. Our key reasons for opposing the increase in height for the site are:</p> <p>1. LOSS OF SOLAR ACCESS, OR SUNLIGHT, TO OUR LIVING SPACES Buildings to a height of 8.5m will block sunlight to the living spaces on the eastern and northern sides of our unit during periods of the day. Increasing the height to 11m would increase the length of time our apartment is in shade, as well as potentially reduce the direct</p>	<p>See Report 'Assessment of Planning Proposal – Height of Building.</p> <p>The impact of the proposal in relation to the potential shadows that may be cast to neighbouring properties is assessed to an appropriate level of detail in the applicant's submission including the provision of indicative shadow diagrams. While detailed assessment of amenity effects on adjoining residential cannot be fully determined until more detailed DA design is prepared a variety of measures are recommended in conjunction with the Planning Proposal to reduce the extent of the height</p>

		<p>sunlight to the living spaces on the north/west side of our unit.</p> <p>2. LOSS OF PRIVACY AS A RESULT OF SIGHT LINES OF THE BUILDINGS PENETRATING OUR PRIVATE SPACES. Buildings to a height of 11m potentially increases the total number of dwellings on the site, and this results in an increase in the number of sight lines which penetrate the living spaces on the eastern and northern and north/west side of our unit.</p> <p>3. LOSS OF VISTA OUTLOOK FROM OUR LIVING SPACES Buildings to a height of 11m will decreases our sites lines to vistas such as plantings and sky lines, which we currently enjoy.</p> <p>4.COMMUNITY SUPPORT FOR LOWER HEIGHT DEVELOPMENTS Our view on the ideal height of building developments is consistent with the current height policy for Narrabeen, that 8.5m is an appropriate height for buildings in our area.</p>	<p>as proposed and incorporate a range of site specific DCP controls to improve amenity, private open space and privacy.</p>
157696	Traffic and Parking; Height	<p>Albert Street Narrabeen is a traffic bottleneck. Any planning proposals would require significant thought regarding off street parking for guests, clients etc. of the proposed development of these sites, there should be no allowance given for street parking as there is NONE.</p> <p>Height increases would require setbacks to not impede sun, views and open space living already afforded to the adjoining and closely related properties. I do not want this unique lovely area turned into a duplication of Dee Why which can only be described as 'appalling over planning gone mad'.</p>	<p>See Report 'Assessment of Planning Proposal – Height of Building.</p>
162128	Negative impact and density and congestion	<p>This is a terrific idea. There are way too many people around as it is, all you're doing is clogging up the roads even more and just worried about money and not how you're affecting the community by just added more apartments everywhere.</p>	<p>The location of housing strategic located locations near services and transport is supported</p>
162132	Negative impact; Importance of roads and infrastructure	<p>This will have a negative impact on the community. I wish the council and governments would redevelop roads and infrastructure as quickly as they redevelop housing. We are choking!</p>	<p>Consideration is made for future infrastructure commensurate with the proposal.</p>
165882	Process	<p>I would like to question the proposal. I have just returned from overseas this morning and am not able to have my say at short notice especially given the time and resources that have gone into this proposal</p>	<p>Submitter advised that should Council resolve to proceed to Gateway with this proposal further opportunities will exist to comment of the proposal including a further public exhibition period</p>
166721	Traffic; Safety	<p>While I have no objection to the proposal itself I am very concerned about the traffic flow out onto Ocean St from Albert St. I have petitioned in the past to have speed bumps placed along Albert St to reduce the constant speeding along that street but to no avail. The extra traffic flow from the proposed development will only enhance the very real possibility of a fatality in the future. As you are aware Furlough House is on Albert St with constant pedestrian traffic of elderly people all day from that complex. One recommendation I would suggest is making the one way from Pittwater Rd</p>	

		into Albert St to a two way from Albert St to Pittwater Rd. This would reduce the traffic flow considerably. Also the entrance from Albert St onto Ocean St is extremely dangerous as a view to the right is severely restricted by Norfolk Island Pines. Extra traffic will only back up down Albert St due to the long delays from Ocean St traffic.	
166294	Traffic; Safety; Density; Height	<p>This is an objection to the above extreme development. I cannot believe you would allow so much traffic in what is virtually a one way street. Drivers will try to drive out of Albert Street to avoid going through traffic lights. There are many elderly people living in this Street. Furlough House has many people on electric scooters and walking frames who cross the road slowly.</p> <p>I have rung the Council before in relation to the many near misses I have witnessed of cars turning right from Albert Street into Ocean Avenue.</p> <p>The Council just could not possibly justify such a large development. It is way too high and too many units. Dee Why and the back of Warriewood are bad enough. We no longer go anywhere on Saturdays because the traffic is horrendous.</p> <p>I hope you will consider the consequences of such a large development and the resultant disruption in the area which will not stop when it is completed because of the dangerous traffic conditions.</p>	<p>Consideration is made for future infrastructure commensurate with the proposal. In particular, the potential traffic generation arising from any future development is to be provided on site under DA assessment. A reduction to the number of kerbside driveways may have the potential to minimise pedestrian / vehicular conflicts.</p> <p>Matter of concern in relation to existing issues of concern are to be further considered by Council's Traffic Team.</p>
165890	Tree protection; Construction, Safety ; Amenity	<p>We resident of Furlough House (signatures attached) have many concern about the above planning proposal.</p> <p>The heritage Ficus hillii has the typical large ficus root system and we see evidence of the huge roots in our gardens. We love this tree and would hate to see it compromised. However, the proximity of the proposed building must mean that many roots will be destroyed (roots of these trees can extend to more than 50m). The radiating roots provide mechanical support to the tree. If anchorage is poor then long term stability of the tree, especially during storm events, would be compromised. The 12m setback it would seem insufficient to keep the tree stable.</p> <p>At Furlough House sink holes often develop after rain, some of them large. The height water table must make the building of underground car parks difficult, as evidenced in other parts of the Northern Beaches.</p> <p>We take our lives in our hands driving out of Furlough House towards the park surrounding the Narrabeen Surf Club. Please note that the building in the western border of Furlough House receive most of their light and sky views from the west, and have no view of the park or coast.</p> <p>We are all pensioners at Furlough House, many Returns Service Personnel. We value our peace and our relaxed living and would find it extremely difficult to live next to a development site. Most of us have no resources to take time away if we become distressed with development noise or added noise from the increased resident</p>	<p>In relation to the existing Ficus hillii (Hills Fig) tree Council's Landscape Architect advises this tree '... provides significant landscape amenity for the site that provides visual and physical separation between the proposed development and existing neighbouring developments. The existing canopy spread of the tree appears to be predominantly contained within the 12m setback area in an EW direction. The NS open space area remains at approximately 18m. This area of 216sq.m is a large area providing sufficient soil volume to ensure the retention of the tree. Any tree root loss for basement excavation will be of a minor impact to the health of the tree. Typically, this species is well suited to loss of minor roots, subject to root cut treatment, and is a species that exhibits new root growth following such minor root loss. In summary, without detailed analysis through arboricultural investigations, the 12m setback is sufficient for the trees' retention, based on canopy spread.</p> <p>In relation to future redevelopment of the site the Planning Proposal does not</p>

		population.	impact on the need for appropriate basement construction techniques and best practice in site management during construction. Such matters will be addressed at any future DA stage.
148159	Future landuses; Traffic; Amenity; Construction	<p>My overall comments on the Planning Proposal (and support) and associated documents are based on the state criteria and the following qualifications:</p> <p>Residential uses will preclude short-term accommodation i.e. Airbnb or the like;</p> <p>The current commercial uses will continue to operate at the 1300 Pittwater Road site in conjunction with the medical facilities and may possibly be expanded in a small way to include other reasonable uses, such as a café;</p> <p>Future commercial uses to be considered are: Funeral services; Accountants/ financial advisers; Solicitors; Real estate agents/property services; Architects/ building consultants. More traditional lower ground floor facilities such as banks, Australia Post, travel agents and the like.</p> <p>Confirmation that non-residential occupations anticipated in the heritage property at 2 Albert Street will PRECLUDE uses such as cafes, restaurants, bars or other uses that generate noise and activity outside the traditional 8.00am – 6.00pm, Monday to Friday commercial times.</p> <p>Carpark access will be restricted to Albert Street and directly opposite Lagoon Streets western footpath. Access to the basement parking (roller door, boom gate etc.) will not generate noise that would affect adjacent residential properties.</p> <p>If Council grants approval for this Planning Proposal, future Development Applications submitted by the proponent, its agents or future owners are to be submitted in strict accordance with Planning Proposal as submitted and my qualifications listed above. Too often, owners/developers take Planning Approval as “the starting point” and seek amendments/increases with the following excuses being typical: “The market has changed and additional building height, apartment numbers, car spaces, commercial space or change of uses are required to make the development financially feasible” or “In order to provide Council and the community with a better urban/ architectural outcome, significant changes are necessary”.</p> <p>Future approvals for construction will include Council usual restrictions as to construction hours and significant bonds be in place ensuring construction start/completion dates to alleviate cleared or excavated sites sitting dormant. Based on the above, I support the Planning Proposal.</p>	<p>Issues in relation to short term accommodation are board policy issues for Council and cannot be adequately addressed in site specific re-zonings.</p> <p>The proposal does not distinguish certain commercial uses to the degree sought in this submission and future changes of use are not a matter for this application. E.g the trading hours for cafes will be subject to specific DA requirements.</p> <p>In relation to any future redevelopment of the site the Planning Proposal does not impact on the need for best practice on site management during construction. Such matters will be addressed at any future DA stage.</p>

5.0 PLANNING PROPOSALS

5.1 PLANNING PROPOSAL - 1294-1300 PITTWATER ROAD AND 2-4 ALBERT STREET NARRABEEN

PROCEEDINGS IN BRIEF

The planning proposal is seeking to amend the Warringah Local Environmental Plan (WLEP) 2011 in relation to land located at 1294-1300 Pittwater Road and 2-4 Albert Street Narrabeen.

It seeks to increase the maximum height of buildings permitted on the site from 8.5 metres to 11 metres and to allow the additional permitted uses of commercial premises, medical centre and shop top housing on the land.

The Council officer's report recommends that Council submits an amended planning proposal.

The Panel viewed the site and its surrounds. At the public meeting which followed the Panel were addressed by two residents and three representatives of the applicant.

ADVICE OF PANEL

The Panel advises the Council to accept the recommendation in the Council officer's report, subject to the amendment of A. b., c. and d. as set out below:

- A. That Council submits an amended Planning Proposal to the Department of Planning and Environment which:
 - a. increases the maximum building height standard on the site to 11 metres with the exception of 2 Albert Street, Narrabeen being lot 1 DP613544 (containing heritage listed dwelling house) and the front part of 4 Albert Street, Narrabeen being part lot 8C DP200030 which will retain an 8.5 metre height limit; and,
 - b. permits the additional uses of commercial premises, medical centre and shop-top housing in an area of the site on the corner of Pittwater Road and Albert Street, Narrabeen.
 - c. permits a maximum of 1150 square metres of medical centre and commercial floor space (including the retail and business premises within shop-top housing) in the area referred to in b.
 - d. requires a proportion of the additional number of dwellings resulting from the planning proposal to be dedicated to Council as affordable rental housing, with the exact requirement being established by a financial feasibility analysis undertaken by Council in consultation with the proponent following the issue of a Gateway determination.
- B. That the applicant is requested to submit draft site-specific planning controls to be incorporated in Council's DCP to further guide the redevelopment of the site having regard to the Urban Design Guidelines accompanying the planning proposal and addressing the matters outlined in this report and in this advice by the Panel.
- C. That the applicant be requested to provide an amended Traffic Impact Assessment Report addressing the issues outlined in this report for exhibition with any Gateway determination issued by the Department of Planning and Industry.

Reasons: The Panel agrees with the reasons set out in the report except in relation to the following:

- In relation to A. b. and c., without affecting the intention of these recommendations, the amended language used above is more appropriate
- In relation to A. d., the Council officer's recommended provision of affordable housing at a

rate of 10% may , in the Panel's opinion, be an inappropriately high percentage given the limited nature of the planning proposal. The issue of affordable housing should be addressed instead as set out in A. d. above.

Vote: 4/0